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SHELBY GT-Heritage



2018-19 SHELBY GT | GT-HERITAGE | GT-PREMIUM



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2018-19 SHELBY Super Snake



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ISSUE 424 February 28, 2019 \$9.50 NZ \$11.50

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The birth of Porsche in OZ
Reader's Resto winner!



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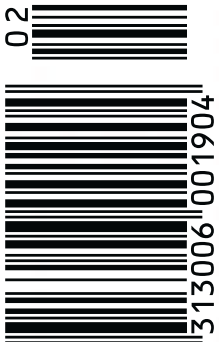
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MOPAR MAGIC!

IS IT JUST THE 'HEMI' HERITAGE THAT GIVES CHRYSLER ITS SPECIAL PLACE IN THE AUTOMOTIVE SCHEME OF THINGS? OR IS THERE MORE TO ITS APPEAL? LET'S TRY TO FIND OUT, SHALL WE?

...and this is where you'll
find all the answers



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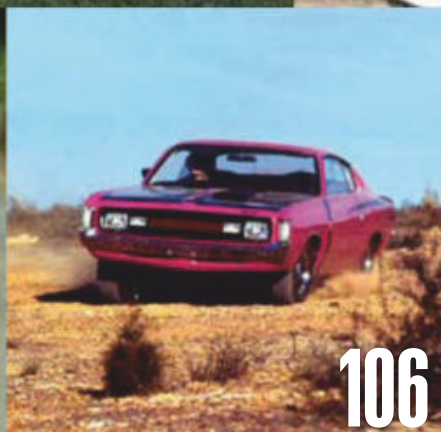
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\$77,990



PORSCHE 911 CARRERA 993
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\$119,990



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\$34,990



BMW M5 E34
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\$31,990



1966 FORD FALCON
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\$29,990



CHEVROLET CORVETTE L83
 1984, Corvette stingray L83 fuel injected, right hand drive, conversion some 10 years ago, well presented with targa roof, sound system upgrade including sub woofer and door speakers, digital dash (odometer only showing 2430 which is what it has done since the new dash), exhaust upgrade, almost new tyres, car bra and glass roof, exceptional value.
 84CHEV. TA942943.
\$34,990



FORD MUSTANG
 1964, 1964 1/2 Ford Mustang, 260CI V8 Manual. Early production build number 00820 off the production line, finished in Wimbledon White paint with original blue interior. Still has the original bonnet and air conditioning, new styled wheels with white wall tyres, a true long term automotive investment .
 5F07F100820. TA930982.
\$49,990



HUMMER H1 HMMWV
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\$47,990



MERCEDES-BENZ E500 Elegance
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 BNP73Y. TA935525.
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 L0200. TA913916.
\$123,990



FORD RANGER RAPTOR
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\$78,990



GMC SUBURBAN
 1950, 1950 GMC Suburban imported in 2016. Fresh Chev 350 V8 engine with alloy radiator, TH700 4sp Automatic, power steering, alloy wheels, cold air conditioning, Dolphin gauges, new exhaust, later model coil front suspension with disk brakes, fully trimmed in Alligator leather and seats 6. All bugs sorted, drives, steers and cruises beautifully, a true classic.
 65022H. TA938219.
\$58,990



FORD F150 FX4
 2018, Ford F150 FX4 5.0L Coyote V8 10sp Automatic with reverse camera and sensors, Satellite navigation, Bluetooth, Full panoramic roof, 20inch wheel upgrade. This vehicle is available for immediate delivery..
 2TR1198601. TA929936.
\$132,990



FORD F150 Raptor
 MY19 Raptor Upgrade 5L Coyote 10sp Automatic in Magnetic Grey, all Raptor enhancements include Rousch exhaust, suspension enhanced, custom leather interior, reverse camera, power roll top, tub liner, rear step with support hand, reverse sensors and camera, sync 3 navigation, custom flares, 35x10x20 wheels and muddies, ready for immediate delivery.. 1FTEW1EF8HFB45721. TA883339.
\$145,990



CADILLAC COUPE DE VILLE
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 F6262673. TA936637.
\$69,990



LAND ROVER DEFENDER 130 TDi5
 2000, Landrover Defender 130 Turbo Diesel TD5 Manual. 6 almost new tyres, Custom alloy tray, Custom alloy bull bar with integrated side steps and brush rails, Heavy duty tow bar and long registration. Incredibly low 26,000km and regularly serviced. Exceptional value for this discontinued model.. DWD67H. TA924221.
\$38,990



DODGE RAM 2500
 2014, Dodge Mega Ram 2500 6.7L Cummins Turbo Diesel Automatic 4x4 with an abundance of extras including Alpine Sound System, Satellite Navigation, Reverse camera, Bluetooth, Heat and cooled front seats, climate control air conditioning, Leather trim, Electric sunroof, Alloy bull bar with LED driving lights, Alloy sports bar, Heavy duty tow bar with electric brakes and loads more. One owner with 66000km log book service history..
 RAM67L. TA922300.
\$115,990

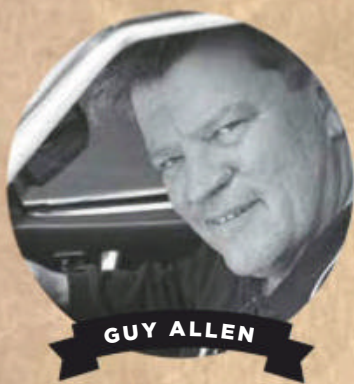


LAND ROVER 110 Perentie
 1991, Landrover Perentie 110 FFR Radio Vehicle, powered by Isuzu 3.9 Diesel. Just serviced with new respray and safety check, 81,000km with full army log book service history. Aluminium body with heavy duty galvanised chassis. These trucks are indestructable..
 DYS72G. TA921361.
\$17,990



FORD F150 4x4 10sp Auto
 2018, Ford F150 Shelby Enhanced 4x4 MY18 Coyote V8 with 10 Speed Auto, Sync 3 Stereo with bluetooth and reverse camera, Electric front seats, Cruise control, Tow bar with electric trailer brakes, 18 inch alloy wheels, Side steps, Custom flares, Suspension upgrade, 35x12 wheel and tyre upgrade, Exhaust upgrade, Raptor enhanced, Tailgate rear step and much more. The best optioned F150 available for immediate delivery.. FA37367. TA911925.
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VL VICTIM

HEAD-FIRST DOWN **A LONG AND SLIPPERY SLOPE**



LET'S TALK a little about obsession. Now given the audience of this fine family organ, you should all be world authorities on the topic. I've met some of you and, believe me, to say you're off your collective trolleys is being kind.

I'll give you an example. For the sake of preserving his anonymity, we'll call him Sam. Now he, bless him, developed an affinity for VL Commodores and seems to have stuck with them over the decades. He went through the low times when people would have cheerfully used one as an ashtray, to now when they've become very collectible.

To the best of my knowledge he's owned three and the latest acquisition is unquestionably the prize. It's a turbo wagon with, wait for it, a five-speed manual. And it's a Calais. Therefore it is a very rare combination.

It's one of those cars he tripped over while cruising the online classifieds, a practice his partner may wish to consider banning. It's like loitering on a street corner – there's something not entirely innocent about it.

Anyway, he trips over the car, agonises over buying it, then does the deed and collects it. By any normal standard it's a bit of a peach and it runs. Sure there are a few little things that need fixing, but really a bit of patience and a few dollars would have seen it in a state that would keep any normal person happy. But not a car nut.

Oh no, now this is where our graphic designer and Thunderbird life-support system Angelo hoves into view. He's discovered that what's almost as satisfying as buying bits (or little presents) for your own car, is helping other people throw

money at theirs. In my view, he's an A-grade enabler, and I have the set of chrome VH Commodore wagon roof racks in a corner of my office to prove it. That's another story...

Anyway, so he's 'helping' Sam get bits for the VL wagon, which of course has now been stripped and given to a body shop for a restoration. Apparently headlights can cost \$300 one side and, wait for it, over a grand for the other. Door trims? A set of new-old-stock items will cost you a lazy \$1200. And now he doesn't want to fit them because they're too valuable.

Of course he's not completely nuts. With an eye to economy, he's been sourcing some second-hand gear from the local wrecker. Very sensible. Admirable, even. Except the wrecker got this slightly wild look in his eye and tried very hard to sell Sam the entire business.

The would have been an interesting discussion when he got home. You go out to buy a door handle and come home with a wrecking yard. How do you introduce that? "Hi Honey, I'm home. Guess what? You're now officially Queen of the Commodores!" Yup. That needs work.

In the end, maybe I shouldn't fret as Sam is clearly over 18 and therefore able to take responsibility for his own destiny. What concerns me far more is I see clear elements of this psychosis in my own behaviour and that of nearly everyone I know.

Is it a disease of some sort, perhaps a virus? Maybe there's a tablet for it, or a syrup. Maybe regular doses of medicinal single malt will cure it. I suppose it's worth a try...

What's your cure? Drop us a line and let us know...

Guy 'Guido' Allen

Get in touch

SEND YOUR EMAILS TO: uniquecars@bauertrader.com.au

You can also reach our palatial offices via analog at Unique Cars mag, Locked Bag 12, Oakleigh, 3166.

Oh, and look for us on Facebook as Unique Cars magazine. Get in touch and tell us your story...

Monaro

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TECHNICAL SPECS

THE FACE

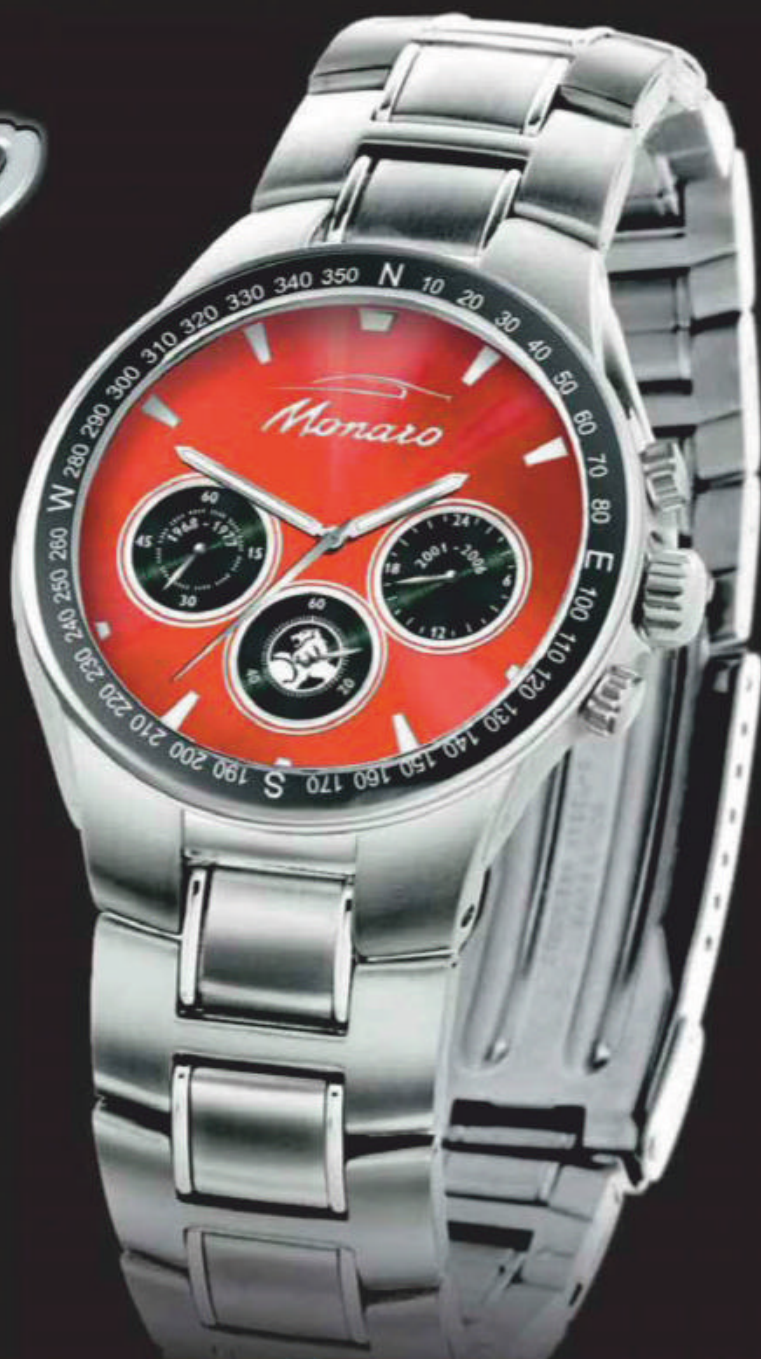
- Powered by a reliable precision quartz movement
- Accurate recreation of the Monaro badge
- Chronographic stopwatch function

THE WATCH CASING AND BAND

- Crafted in rugged stainless steel
- Rotating bezel
- Reverse engraved with stats & slogan
- Side etched with Holden Monaro



™ General Motors LLC



There was a time when the world judged a bloke by the car he drove. If he drove a Monaro, the world was his. Big on grunt and big on style, the Monaro set him apart. Now the Monaro is honoured in a men's chronograph that captures the power, the looks and the respect of the ultimate muscle machine!

Officially licensed from Holden, the "Monaro Watch" has got winner written all over it. Check out the face. The famous Monaro badge shines in raised relief, set against eye-catching metallic red. Three chronographic sub dials give you a stop watch function in addition to the accuracy of the quartz movement. The side is engraved with Holden Monaro. The case back features the Holden Lion and the production years of Holden's ultimate car. Even the box has Monaro embossed all over it. Wear it with pride and let the world know that the Monaro and the Monaro man are back!

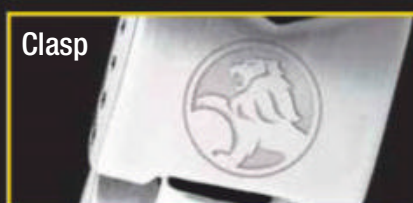
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HUGE DAY OUT AT **HANGING ROCK**

THIS YEAR'S annual Picnic at Hanging Rock car show returned to form in a big way for its 32nd running.

Perfect weather brought out the crowds, with some 3300 cars counted through the gates by lunchtime.

There was something for pretty much every taste out there, with a mix of American and Australian metal, European, British and a surprisingly strong show from the vintage car brigade.

Among the rarest was a Hurst Oldsmobile 455, believed to be the only one in the country, and a stunning 1956 Continental MkII. The Oldsmobile was our pick for our theoretical 'Car of the Show', while we're hoping to catch the owner of the Continental for a story.

Meanwhile we've featured the Hurst Olds in Reader Rides on page 144 this issue (look for a bigger story in a future issue), plus a very nice Ford XB GT from the same event on page 146.

We've also published a massive 200-plus picture gallery online. Go to tradeuniquecars.com.au or try this link: tinyurl.com/y2ptnl5y





CHALLENGER BRINGS HOME THE AWARD



CONGRATULATIONS to Logan Leethan for winning this year's Readers Resto of the Year vote. His 1970 Dodge Challenger top-scored by a fair margin from a very hot field of 13 projects that we published over 2018.

Logan reckons he didn't start out as a Mopar fan, but ended up becoming one purely by chance.

"You can blame the

Targa High Country for this project – that's where I first saw a 'Cuda being driven in anger," he told us when we published the feature.

"The first year I went – I'll always remember this – a green Plymouth 'Cuda with a Hemi in it lined up. I reckon the noise it made had the koalas dropping out of the trees. The skid it did off the starting line was

massive, but it couldn't do turns. You could hear it slow right down and then it was on the noise again. It was something different. Most of the cars were Holdens, Falcons and Mustangs, but there didn't seem to be another Chrysler. From then on I wanted one!"

Congratulations to all 13 owners who were in the running – we know just

how hard you worked to get those cars up and running and we're very grateful that you shared your stories.

To get some idea of the fierce competition he was up against, see this link: tradeuniquecars.com.au/reader-restoration

Want to see your resto project featured? Drop us a line at uniquecars@bauertrader.com.au.

Spotted this month

SEEN SOMETHING? *Send to.*

Get your smartphones out and share what you've seen on our Facebook page. The best entries will end up right here.



MERCEDES 190SL

It's not everyday you stumble upon a 190SL parked at your local shopping centre. This was a tidy example that has clearly been enjoyed by its owner regardless of the value. Nice to see a non trailer queen.

DON TSETA -
MOORABBIN, VIC



CHRYSLER 300

I was out doing the weekly grocery shop in suburban Melbourne and walking through the carpark this big blue Chrysler caught my eye. I'm not sure of its vintage, but it sure was well loved and cared for.

GRAHAM LOCKBURN -
CARNEGIE, VIC



HOLDEN GEMINI

I am old enough to remember a bunch of lunatics racing these in the crash-and-bash Gemini series at Calder Park. Not sure why this one sports a bonnet scoop though. Maybe something hot lurking underneath.

TERRY PYE -
WARRNAMBOOL, VIC



RANCHERO

I'm not into the custom car scene but this is one awesome Ranchero. I have always been a fan of Edsels and this owner has taken the best Edsel design the Villager wagon taillight and made one attractive back end!

TONY SANTO -
CROYDON, QLD

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DUTTON GROUP TAKES OVER TARGA

TARGA AUSTRALIA and the Dutton Group have announced the CAMS Australian Targa Championship, including the legendary Targa Tasmania will become part of the Dutton Group.

The change of ownership heralds a new chapter and future for the Targa events, with some exciting expansion plans in the pipeline to attract more competitors and commercial support.

New CEO and Targa Australia Director Mark Perry, welcomed the takeover of the event by the Dutton Group: "The growth and stability of Targa has always been the number one priority for Les (Les Smith, Targa Australia Director) and myself. We have said many times that we saw ourselves as the custodians of the Targa business and we would rebuild the events, after some lean times at the height of the GFC, and we have achieved this through expanding our customer base and event offering. We would only sell Targa to the right buyer, a buyer that could continue expanding Targa, a buyer that understood its history and a buyer who ultimately had a vision for Targa to be around for many years to come. The Dutton Group clearly ticked all

of these boxes and we are looking forward to working for Dutton and delivering some exciting events in the years ahead."

Dutton Group Chief Financial Officer Matt Hanson, who played a key role in the purchase of Targa Australia, believes the iconic tarmac rally events are a perfect fit for a business whose key focus is classic and modern exotic car ownership: "We are very excited to be welcoming the Targa events into the Dutton Group and introducing these iconic events to our large car enthusiast customer base. Targa, with its strong competitor and touring customer base is a perfect fit for us, and we have sponsored the events for many years now, so this was a natural next step to take. We are looking forward to welcoming the Targa team to our business and working closely with them moving forward."

The opening round of the 2019 CAMS Australian Targa Championship, the first event under the new ownership, will be Targa North West, in the north west of Tasmania on 16th & 17th February.

The jewel in the crown, Targa Tasmania, will run from April 29 to May 4.



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KOENIGSEGG FOR OZ



MELBOURNE-BASED luxury car dealer Srecko Lorbek has announced he is again acting as the Australian agent for Koenigsegg. It follows on a close association he and his business have had with supercars over the years.

The first model to be made available will be the replacement for the Agera, which the company says

will be a hybrid. Some 500 examples are planned, which is the highest volume for any Koenigsegg model in the marque's history.

The company has been secretive about what shape the car will take.

"We don't know what it's going to look like, but being an electric car, you don't need much engine space, so it's going to look pretty

freaky," said Lorbek, who plans to attend the Geneva Show launch of the car, which opens March 7.

With both luxury car tax and import rules expected to relax over coming months, Lorbek estimates the new car will come in at around \$2.5 million and says he already has two verbal orders.

Koenigsegg promises the car will be running its

camless Freevalve engine design, partnered with electric power. The claimed aim is to come up with a machine that is CO2 neutral.

This is the brand's second tilt at hybrids – the first was the Regera (pictured) launched in 2015. However it and the new car apparently have little in common.

See koenigsegg.com and lorbek.com.au

SEINFELD SUED OVER PORSCHE SALE

INTERNATIONALLY famous comedian and car enthusiast Jerry Seinfeld has been sued by the buyer of an historic Porsche, with a claim the car is not what was represented in the auction.

Sold at the 2016 Gooding & Co Amelia Island (USA) sale, the 1958 356 Speedster was billed as one of just 60 very special aluminium-bodied four-cam GS/GT competition cars. It fetched a top bid of US\$1.54 million (Au\$2.14 million).

The buyer, who is only identified under the company name of FICA FRIO Ltd, is now claiming the car is not what it claims to be.

Seinfeld's public response

has been to refund the money and, via his lawyer, say the issue could have been resolved away from the courts.

Damages, in addition to the buying costs, are now being claimed.

It seems this case will not be easily resolved, as

there may be more than one interpretation of what the car represents, even though Seinfeld is believed to have acted in good faith.





DRIVE OR RIDE THE MOTHER ROAD ROUTE 66

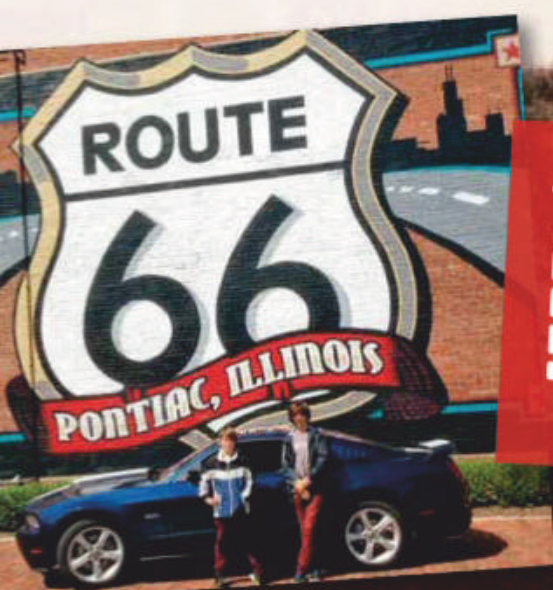


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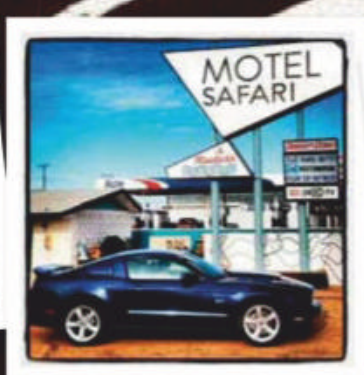
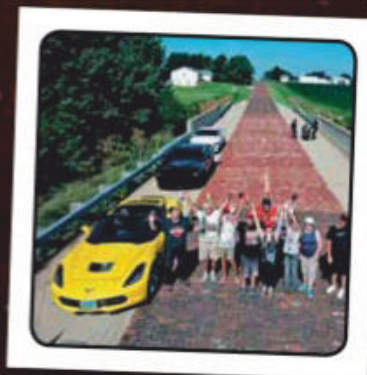
2019

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2019

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MONACO HISTORICS IS THE PLACE TO BE

THE JEWEL in the Formula One crown is Monaco and every second year the principality hosts the Historic Grand Prix meeting that is a smorgasbord of grand prix and other significant cars from many eras.

Our good friends at Shannons Insurance are offering motoring enthusiasts the chance to win a trip for two to this world famous event in 2020 simply by obtaining a quote for car, bike or home insurance.

Monaco is the Grand Prix all drivers want to win. Both Mark Webber and Daniel Ricciardo have stood on the top step of the podium and the world class historic

meeting is just as prestigious. It's a Mecca for famous cars and people and the action is fast and spectacular and every bit as intense as F1. There's a lot of pride and prestige at stake and massive bragging rights by claiming a win at Monaco

The sights, sounds and smell of famous cars on this famous race track that has held grands prix since 1927 are up for grabs in this very special promotion.

Imagine rubbing shoulders with the rich and famous, hearing the wail of V12 BRM's battling Ferrari's and Cosworth powered F1 cars as they snake around the narrow and picturesque



harbourside track.

The 16-day trip starts in Alfa Romeo's hometown, Milan. Then it is onto Bologna, the heart of Italy's 'Motor Valley' for a tour of the Ferrari and Lamborghini museums, followed by a drive through the spectacular Tuscan countryside, staying in

Florence and Greve in Chianti.

Travel along the Italian Riviera to Genoa then onto Monaco for Historic grand prix action, before concluding your adventure in Nice.

The winner also receives an Indian Chief Vintage motorcycle inclusive of 12 months insurance.



MORGAN V6 TAKES OVER AS FLAGSHIP

MORGAN'S RECENTLY- updated V6 Roadster has taken over as the company performance flagship, now that the V8s – namely the Plus 8 and Aero 8 – are finished.

According to local importer Chris van Wyk, "These highly collectable models are now

sold out and will not be replaced as the V8 engine no longer meets current emissions standards.

"It appears that these Morgans were the last of the naturally aspirated V8 Morgan models, ever!"

That should not represent

too much of a hardship, however, as the six runs fairly solid specs: some 280 horses from the Ford Cyclone 3.7lt engine, powering a car that weighs under a tonne.

The specs have recently been upgraded to include a five-link set-up with limited-

slip diff at the rear.

Pricing is \$145k, plus ORC.

Morgan tells us there are some more upmarket models in the wings, which we should get to see at least in prototype form much later in 2019, the company's 110th anniversary.

See morgancars.com.au



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AUCTION ACTION

WHAT'S **HOT** ON THE
BLOCK THIS MONTH



HIGGO



FORD TORINO

Look at the Ford Torino and it's easy to see it was the inspiration for the XA-XB Falcon hardtop, especially from the rear. The Torino badge extends to wagons and sedans across 14 models, but forget all bar the two door, in GT or Cobra guises.

The GT was offered with a five-litre 302ci V8, the Cobra getting a 351 and a four-speed manual with Hurst shifter, sports suspension and blacked out grille. Morley covers the Torino in this issue - it's an American '70s muscle car with loads of cred for a fraction of the price of its Aussie cousin.



1970

PLYMOUTH 'CUDA 426/450 HARDTOP

Sold!

\$245,310

RM SOTHEBY'S, LOT 134

BUILT BY Plymouth to crush all other factory muscle cars, the Hemi 'Cuda was well specced with bucket seats, woodgrain console, a Rallye instrument cluster and Music Master AM radio. Outside were bonnet pins, drip rail and body sill mouldings, rear deck spoiler and chrome exhaust tips.

This is one of just 284 Hemi four-speeds built in 1970 and has travelled a genuine 19,850 miles. It's an original example of one of the best Yankee muscle cars made.



1941 PACKARD ONE TEN WAGON

Sold!

\$150,426

RM SOTHEBY'S, LOT 259

ANY CAR with the bragging rights of 'Hercules built it', has got my attention. The Packard Woodie wagon bodies originally came from Cantrell of Huntington from 1937, but production switched to Hercules in 1941. This one, sold new by Stahl Motor Co, Monterey, California, has been totally restored with the exterior wood refinished and varnished. There's fresh maroon leather trim on the three rows of seats and the wood-grain dash has been restored bringing the entire car to concours condition. Being the Deluxe it has a heater and turn indicators, plus a push button radio.



1964 SUNBEAM TIGER MK 1

Sold!

\$173,604

RM SOTHEBY'S, LOT 139

WHEN I SEE a Sunbeam Tiger I think of Maxwell Smart and all those doors at the start of the TV show *Get Smart*. I bet you do too. This is one of 27 in Balmoral Grey and in 2007 underwent a factory correct nut and bolt restoration.

It retains its original steering wheel, gear lever and Radiomobile 1070 radio and it sold with a factory hard top as well as the soft top. While Agent 86 put up with a four banger, this one has a 260ci Ford V8 in its snout. As Smart would say, "Good thinking, 99".





1972 FORD FALCON XA GS SEDAN

Sold! **\$40,100**
GRAYSONLINE

IT PAYS TO shop online, especially when you come across a bargain like this, claimed to be an original and genuine K-code Yellow Fire Falcon XA GS sedan with just 48,131 miles on the clock. Built in March 1972 with a 351 V8-auto transmission combo, it can be enjoyed now as you do a rolling resto or take it off the road and get stuck in.



1948 TUCKER 48

Sold! **\$2.25M**
RM SOTHEBY'S, ARIZONA
LOT 243

TUCKER - FAMOUS for its short spectacular life and resurrection on the silver screen. Only 51 Tucker's were ever built. This one, numbered 1040, was sold at the factory bankruptcy auction in October 1950. It was one of 25 cars sold, of which just eight, including 1040, had been completed. In 1985 it was given a complete resto by Tucker guru Russ Brownell.



*On the
block*

1988

**2019 SHANNONS
SYDNEYAUTUMN AUCTION**
ESTIMATE: \$100-120,000
LOT62, 4 March 2019

BMW E30 M3 EVOLUTION II

NUMBER 276 of just 500 Evolution II cars, this well-documented BMW M3 started life in the UK and is one of a handful to be professionally converted to right-hand drive. Finished in Misano Red this example comes with its original books and history file. It has been regularly serviced to 100,000 miles and sold

to its previous owner in 2000. Since 2006 the car travelled negligible miles spending eight years stored in a climate-controlled Carcoon. Its current owner, a car collector, bought the car at auction in September 2016 and shipped it from the UK to Hong Kong and more recently to Sydney.



1971 LAMBORGHINI MIURA SV

Passed in

\$2.4M

BONHAMS SCOTTSDALE, LOT 66

FAMOUS FOR ITS role in the *The Italian Job*, gliding through the alps to Matt Munro's "On Days Like These", this one-owner since 1973 SV has travelled 18,300 miles and is one of just 13 made with a split sump. It's just one of the SV 142 production run. Factory records show its test drive on the Tangenziale motorway in Northern Sant'Agata was in very foggy weather on February 28, 1972. It passed in at auction and its sale price is an eye-watering \$2.4-\$3 million.



1965 SHELBY GT 350

Sold!

\$504,467

RM SOTHEBY'S, LOT 145

THIS AWARD winning, highly desirable Shelby GT350 is finished in correct Wimbledon white with Guardsman blue stripes. Over 1300 hours was spent restoring it to its former glory by noted Shelby expert Paul's Engineering of Ohio. After its resto it went on to win several awards. Beneath the fibreglass Shelby bonnet body the 289 shifts through a T-10 four-speed manual, with the engine, underpinnings, brakes and suspension rebuilt.



2005 HOLDEN MONARO CV8-Z

Sold!

\$27,509

GRAYSONLINE

BEING A proud Monaro owner I want to see the prices going up, but regardless of my feelings towards the Aussie coupe, the market decides. Built at the end of 2005 in the twilight of Monaro production, this Z has travelled 174,588 kilometres and I bet every one of them put a smile on the driver's face..



2012 LEXUS LFA NURBURGRING PACK

Sold!

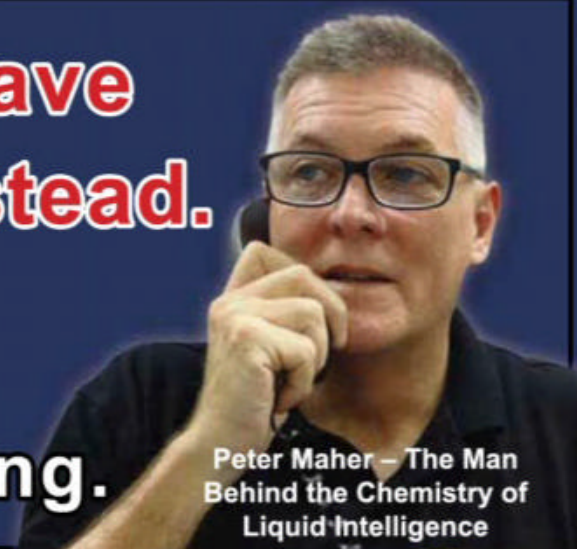
\$1.25M

RM SOTHEBY'S, LOT 141

IN A MOMENT of seriousness, Jeremy Clarkson called the Lexus LFA the best car in the world. And this one is like new with 54 miles on the clock. The 50-only Nurburgring Pack, celebrates the LFA's three-peat win in the Nurburgring 24-hour race. Some racecar features crept their way onto the road car for a track-focused attitude. Its 4.8-litre V10 bangs out an attention grabbing 562hp.

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ONES THAT GOT AWAY

THE CARS WE SHOULD HAVE BOUGHT OR ARE JUST GLAD WE DIDN'T...



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MITSUBISHI 3000GT A friend of mine once owned a red Mitsubishi 3000GT. I instantly fell in love with that car with its twin turbo 3.0 litre, AWD drivetrain. It ticked all my boxes on paper but was a maintenance nightmare at the time. Now I have the difficult task of finding an un-modified version in one piece.
DOMINIC SANTINI - MINTO, NSW

TOYOTA SUPRA



1984, coupe, 4spd auto, 2.8L, immaculate, near showroom condition. Suit enthusiast or collector. 6ZY 412.

\$10,000 Firm

NOVEMBER 2007 TOYOTA SUPRA 2.8

Anyone who has seen an early-1980s Celica tottering around on ridiculously skinny rubber will understand why Toyota went all Schwarzenegger with the rims and wheel-arches for its six-cylinder Supra. Even with more rubber on the road, MA61 Supras make 134kW and were a handful. Despite looking mean, the MA61 did nothing of note in motor sport and collector interest remained muted until quite recently. Today, good cars pop up regularly and prices have climbed. Given its role as a cruiser not a competitor, the auto tranny in this one shouldn't be an issue.

\$20-25,000

NOW

\$10,000



(FX-1) 1974 CITROEN DS 23 SAFARI, 5 speed, excellent condition throughout, long reg, near new tyres & much recent work. Comes with comprehensive Citroen specialist service history & some spares. 675 NPL. \$10,750

JANUARY 1996 CITROEN DS23 SAFARI

First glance at a Safari would cause most people to visualise a car crossed with a basset hound that would belly out on every speed hump. Then you remember that these cars use hydro-pneumatic suspension and at the touch of a button can gain 15cm of clearance. Also recall that a DS sedan won the 1974 World Cup Rally and was robbed only by bad luck of the first London-Sydney Marathon. The Safari has a massive load-space and for a decent one back in 1996, \$10,500 was very reasonable money. If you want one now, start digging in the back pocket for treble that amount.

\$25-30,000

NOW

\$10,500



(65-1-2) 1957 FUEL INJECTION 4 speed manual, black/silver. Absolutely beautiful classic Corvette, right hand drive. This Corvette is offered at way below normal price at only \$49,990

MARCH 1996 1957 CHEVROLET CORVETTE FUELIE

1996 Australia was being strangled by recession and significant cars were being seriously underpriced just to get a sale. We reckon this fuel-injected '57 was worth around A\$65k at the time, but then you look closer and the steering wheel is a metre to the right of where it should have been. RHD conversion hurts the value of significant LHD vehicles and we would almost bet that this car would have been switched back to original. If so, that \$50,000 outlay represents an even bigger bargain for subsequent owners who can expect a 'Vette like this to sell for upwards of \$200,000.

\$210-225,000

NOW

\$49,990



(UCP-060-155) STANDARD VANGUARD 6 UTILITY 1962. 4 speed gearbox with Laycock overdrive, original valve radio, heater, new interior, registration until December 2000, RWC. A well maintained ute for rallying or daily use, lowline canopy included. BGW 727.

\$4,900

\$6500-7500

NOW

\$4900

JUNE 2000

STANDARD VANGUARD SIX UTILITY

How about this load-carrier from 1960 that sounded more like a sports car? Like the top-selling Holden ute the Vanguard had six cylinders but added dual carburettors, a four-speed gearbox with overdrive and a 140km/h top speed. This one also had the factory-fitted heater and optional radio. Vanguard utes used Australian-made bodies on chassis sourced from South Africa and although they weren't officially sold in Britain some did make their way there. Condition hopefully helped this example achieve the asking price, however values haven't moved a great deal.



(6-hsv) VAUXHALL VISCOUNT ROYAL 1969 Very rare, power windows, leather interior, power steering, genuine 33,000 miles, stored for last 16 years, immaculate condition, original order. \$8,000

\$8-12,000

NOW

\$8000

JUNE 1993

VAUXHALL VISCOUNT

With its own Holden Premier kicking plenty of sales goals, Holden didn't need any help from the toffee-nosed Vauxhall brand and dumped it in 1965. That didn't deter a few diehard Vauxhall fans from showing up after extended UK holidays with a near-new one as unaccompanied baggage or stop Brit High Commission diplomats driving them. This car hopefully remained in Australia, thus avoiding the rust that afflicted most big Vauxhalls and sent them to a sudden but glorious death in UK 'banger' racing.

MERCEDES-BENZ 560 SL



(UCS102-233-247) Very reluctant sale of my own pride and joy. It has been treated with the utmost respect, hardly used, which would account for the low 110,000 kms, Australian delivered, full log books, automatic, air conditioning, power steering, soft and hard top. First to see will buy. NOV 11. \$44,500

\$90-100,000

NOW

\$44,500

MARCH 2004

MERCEDES-BENZ 560SL

Ending the existence of its long-serving 107 Series cannot have been easy for Mercedes-Benz, especially since six and eight cylinder versions were still selling well. Fuel was an issue though and this 5.6-litre behemoth which must have gulped massive amounts of Premium on its way to morning coffee or Myers. As was typical of big-engined SLs, this car had seen minimal use and hopefully has stayed that way. Today, a vendor would be silly to set a price without a '1' at the front or accept less than \$90K for what should rank as a very desirable example of a very collectible Benz.



(UMP-109-273) FIAT 124 AC SPORTS COUPE 1969. 94,000 miles, 5 speed, 4 wheel disc brakes, one owner family, very good condition. 387 DGJ. E/N: 0086599. \$4,500

\$14-18,000

NOW

\$4500

OCTOBER 1999

FIAT 124S

Fiat really changed its relationship with the Australian market in 1968 when the utterly lovely 124S coupe was launched. Lots were sold here but within a decade most had suffered rust to such a degree that repairs were uneconomic. This car, having survived in one family ownership and averaged just 5000km a year for its entire life, might have avoided the problems that afflicted other Aussie-delivered 124s – and European ones – and it may still be with us. Finding a Fiat of similar type in good condition has become difficult but prices remain very reasonable.



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LETTER OF THE MONTH

Garry Porter receives a copy of our very own book, *Aussie Muscle Car Legends*.



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300 words max please!



BLING SELLS

G'day all you fine folk at *Unique Cars*. Fine mag as always.

I was just reading 422, page 26, about the FC special. About ten years ago I was looking for some company for my EJ 225 special in the garage, and came across this FC Easter Special on one of the many stay up late web sites.

I asked the seller what is an Easter Special? He wasn't sure, but with some help we came up with the theory that it was one of those short-run things they do to flog more cars. You know, let's add more embellishments to the side of the car (ie rust traps) and a chrome sporty exhaust tip and maybe a hood ornament.

If you're lucky maybe the dealer could add a safety feature like a hand brake warning light or, god forbid, a heater!

So let's move onto the 1970s and let's call them Vacationers, or the 1980s and call them Commodore Vacationers, or even add a little luxury like the Statesman International/Greg Norman special; or Ford's Fairlane Sportsman. Even Chrysler did it with the Charger 770 Sportsman (now there's some rocking horse shit right there – yes please, I'll have one!).

So I might be wrong, but I reckon the Easter Special was created in the same vein.

Garry Porter
Email

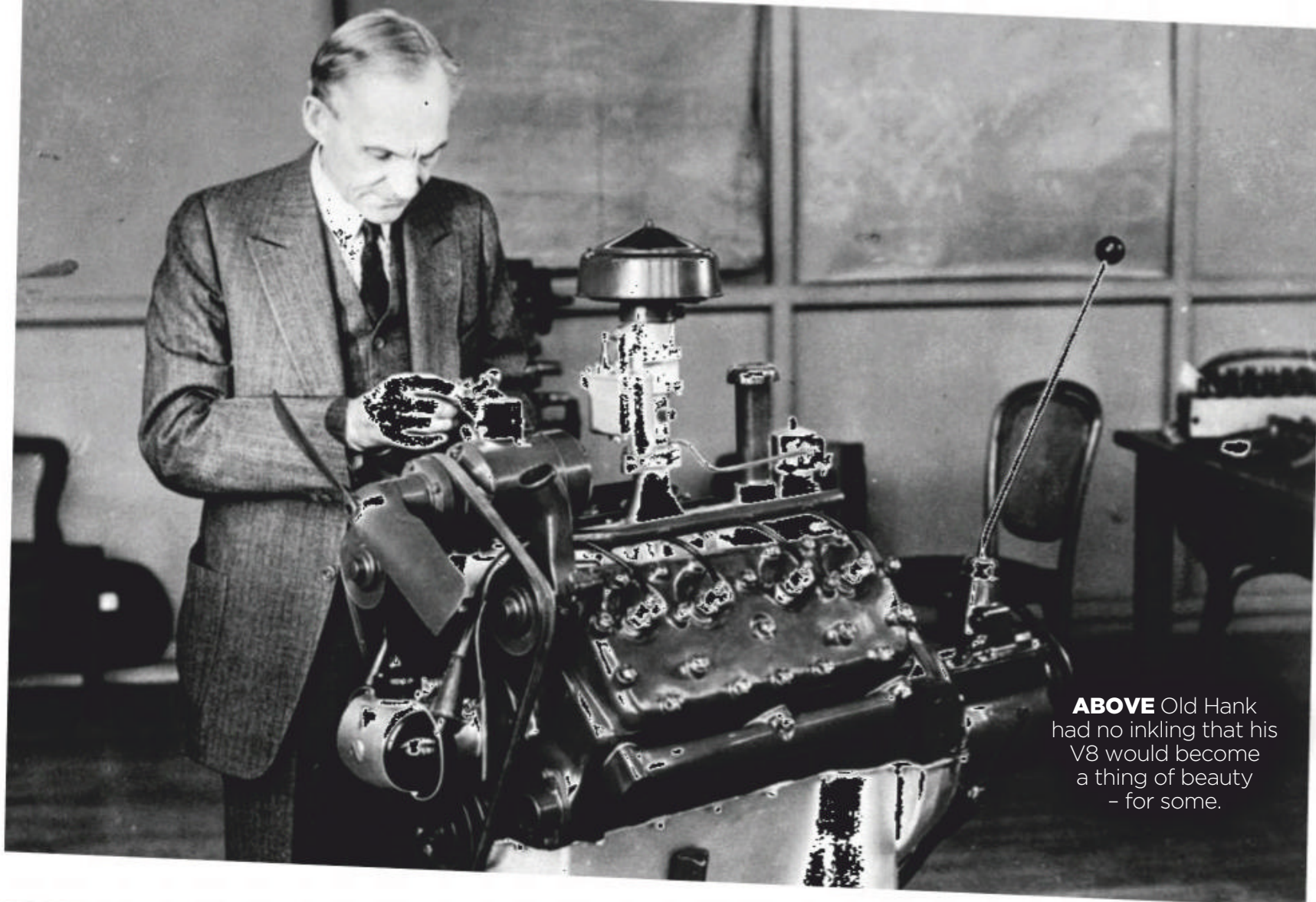
ED: Ah, Garry – you're so cynical for one so young!

ROCKET UTE

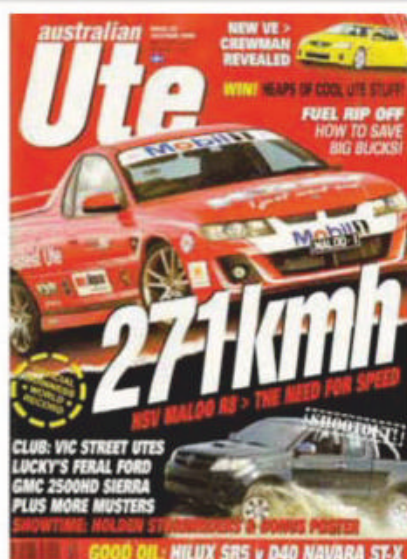
I was interested to read that even though the Shelby was fitted with "the mother of all 427s at that time, and had the same power plant as the Le Mans winning Ford GT40", its top speed was 274 km/h. Back in 2006, Mobil sponsored a speed record attempt on the existing utility record top speed, held by an American Dodge Ram at 248km/h. Mark Skaife drove an off-the-shelf HSV Maloo and, supervised by the Guinness Book of Records, set a two way average time over a flying kilometre of 271 km/h on a rough one car wide track at Woomera. Not bad for a stock standard car costing under \$60,000 at the time.

I had the good fortune to drive the same car around Australia clocking up 40,000km on the same Mobil 1 oil that was the initial fill in the car. The run was supervised by state motoring authorities and oil samples taken every 10,000 kms under strict scrutiny. Having done the distance with no problems, the engine was dismantled in public at Bathurst and found to be in perfect condition. Why aren't there more jobs around like that!

Bob Watson
(Author & 1970 Aust Rally Champion)



ABOVE Old Hank had no inkling that his V8 would become a thing of beauty – for some.



ED: Bob is referring to the news story in issue 423, about a prototype 1967 Shelby GT500 Super Snake going up for auction.

ENGINE BAY 1

Guido, in your latest column you offered the challenge to name our favourite engine bay. I would have to say that we think alike you and I, and my favourite is also a Jag.

Not the V12 however – you can't go past a Jag straight six, especially if it is adorned with a set of triple carburetors. I don't particularly care if they are SUs, Strombergs or the Weber variety. In fact sticking a set of triples on most straight sixes turns them into a work

of art and any so adorned is a pleasant sight, even a humble Holden.

Equally impressive in the engine bay design stakes would be anything from Porsche so long as it's aircooled.

I would have to agree with Blackburn when it comes to the modern engine bay and the description of the plastic engine cover as a 'picnic table' is certainly one which will enter the vernacular sooner rather than later.

Glenn B
Email

ENGINE BAY 2

I'll tell you the best looking engine bay: anything with a flathead Ford V8. It's the prettiest-looking, best-sounding car engine ever made and that's coming from a GM bloke!

I've owned EH, EJ, HK, LC and LJ Toranas, a VC Dunnydoor, but that gorgeous V8 flattie had to be specifically designed to be seen in an open bonnet deuce coupe. It still looks great in my mate's '48 Deluxe sloper.

My son, a Ford man (where did I go wrong?), just bought

a 2003 Falcon V8. Ironically when I looked under the bonnet I asked if that plastic disc was his dinner plate!

Incidentally though Clyde Barrow of Bonnie and Clyde only stole Ford V8 getaway cars, and it was the unique sound which spelled their doom. The ambushing cops knew the sound without having to have a giveaway peek from the bushes.

Here's to ya...

Aussie Sadler
Mornington

ED: Thanks for nothing, Aussie. Blackburn, our resident Ford flathead nut, is now going to be impossible to live with.

ENGINE BAY 3

By far the best looking engine bay is in my recently sold 1998 Alfa Romeo 3.0 litre V6. Just like you, I stood there with a glass of vino in the evening and just looked at it!

Mark Walkden
Email

ED: Buy it back, Mark. You only live once...

FIAT FAN

G'day, first off, great magazine which I always look forward to getting as soon as it hits the shelves. I do have one small note about Uncle Phil's comment (issue 422) that the Fiat 131 Supermirafiori was their attempt at the world of rallying. As a teenager I remember Dad had the four-door, 2.0lt version sporting a little sticker across the back window indicating that it had won the world championship in 1978, 1979 and 1980. I have since double-checked this and find the only year Ford's Escort won was 1979 and it was the brand's only win until the Focus arrived in 2006.

Unfortunately I only got to drive the 131 while learning to drive and when I borrowed it as a P-plater, but I do know that the "three lunch boxes stuck together" handled very well and all you had to do to lose a tailgater was find some corners and use them

I find most people still don't understand that well-made cars aren't scared of corners.

Shane Willmott
Email

GEARBOX

PREMIUM

C'MON PEOPLE, IT'S MADE
ROUND TO GO ROUND

1 HOLDEN'S HEROES

If you love your iron lions this DVD set is for you. It chronicles the 60s Monaros through to Commodore, plus the General's racing history, including the original Holden Dealer Team (HDT) and Holden Racing Team, which continues on the track today. Holden Special Vehicles and its own history is also featured.

Available from retailers

2 CHEERS AND BEERS

Cheers Brocky. Here is a throwback to 1981 and the early days of Peter Brock and his ownership of the Holden Dealer Team that produced, magical Commodore road cars and super successful touring cars, that captured him a handful of Bathurst wins. The durable stubby cooler is the best way to keep a beer cold and frothy and is finished in the retro colours, style and logo of HDT Special Vehicles.

bit.ly/2GCvYiU



1



2



3

3 TED'S TEE

Holden had killed off the much-loved Kingswood for the smaller Commodore six months before Ross Higgins starred as Ted Bullpit in Channel 7's comedy *Kingswood Country*. A show that ran for nearly five years. It was memorable for its famous lines uttered by Bullpit including "Not The Kingswood" along with, "I've just glad wrapped the aerial", and, "Leave your money on the fridge". So if you loved the show, let everyone know with one of these tee shirts from Shamrock shirts.

bit.ly/2SHDdwf

4 MIGHTY MODELS

The sportiest KE model Ford Laser was the TX3. It put out just 62kW but was feather light so it could hit 100km/h in under six seconds. Now it has been shrunk by Trax models, finished in Monza Red and is at Topgear.

bit.ly/2E5vT5G

In 2014 John Bowe coaxed the FPV GTF Falcon to a stunning 297km/h on the NT's Stuart Highway thanks to *Unique Cars*. This scale model of the mighty Ford is endorsed by JB. But only 500 exist.

bit.ly/218hUjI

5 DRAG CHALLENGE CAP

Keep your noggin and your family's noggins safe from the elements at the dragstrip or anywhere else you damn well like with this 2018 Drag Challenge commemorative trucker cap from *Street Machine* - at a never to be repeated sale price. As you know, trucker caps are a thing now all the way up to the Prime Minister's office. C'mon, you know you need some. street-machine-shop.myshopify.com

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P O R S C H E 9 1 1



CARRERA T

WORDS MARK HIGGINS ★ PHOTOS ALEX AFFATT

LEFT The 911's looks do not deceive you – it's as quick as it looks.



HIGGO GETS BEHIND THE WHEEL OF A 911 FOR THE FIRST TIME IN A DECADE TO FIND THAT WHAT WAS GOOD THEN IS EVEN BETTER NOW

WE CAN THANK the French for the iconic Porsche 911 model name.

You see at the 1963 Frankfurt Motorshow Porsche whipped the covers off its all-new sports car dubbed the 901, but Peugeot kicked up a stink claiming exclusivity to '0' as the middle digit of car model numbers.

So Porsche shrugged its shoulders, renamed it the 911 and started production in 1964.

In a bid to boost flagging sales Porsche introduced the 911 T, (Touring) in 1968. The T was an entry-level, stripped-out back-to-basics car with a less powerful engine than other 911 models, but it was still good enough to taste victory in the Monte Carlo.

Half a century on the badge has been resurrected.

This time it sits on the latest 911 and is named

Carrera T and while the latest version is based on the 'less is more' philosophy of the original, the current Carrera T is fully loaded with plenty of kit and caboodle; it has cool retro touches, though, like the nylon door-opening loops inside and for weight saving most of the sound deadening has been flung and lightweight glass used on the side and rear windows.

Also keeping the spirit of the original alive are the bold side stripes in a 60s design and a lower ride height than other 911s. Not in keeping with its great grandad are its wide rear flanks and pop-out and adjustable rear wing.

Powering the \$238,400 Carrera T is a twin-turbo, three-litre, flat six-cylinder engine with 272 kilowatts max power from a max torque figure of 449Nm delivered between a very usable 1750 rpm and 5000 rpm. Fitted with the optional

Vital Stats

2019 PORSCHE 911 CARRERA T

BODY 2-door Coupe

ENGINE 3.0lt twin-turbo flat six

POWER & TORQUE

272kW @ 6500rpm

450Nm @ 1750 - 5000rpm

PERFORMANCE

0-100km/h 4.0 seconds

TOP SPEED 290 km/h

TRANSMISSION 7-speed

dual-clutch automatic

BRAKES Discs all round

PRICE \$238,400



RIGHT Anyone up for another day in this office?



LEFT It sits flat and sure-footed, taking bends in its stride.

“IT DOESN'T HESITATE IN RACING TO THE REDLINE WHILE FILLING THE SURROUNDS WITH ITS THROATY FLAT-SIX EXHAUST NOTE”

7-speed Porsche Doppelkupplung (PDK) auto, zero to 100 km/h comes up in 4 seconds and 200 km/h 10.5 seconds later. Top speed is 290 km/h and while it's not the most powerful engine in the 911 line-up it doesn't hesitate in racing to the redline in each cog while filling the surrounds, and cabin, with its throaty, characteristic flat-six exhaust note.

Raising your senses and adrenalin even further are the Sport, Sport+ and individual powertrain modes that increasingly sharpen the Carrera T's scalpel-like dynamic precision.

Ahead of the engine sits the PDK dual-clutch auto that is the best in the business with rifle fast shifts up and down the seven gears – it's the first time I have driven a car of this ilk and not wanted a manual.

But best of all is how manual the PDK auto is in its execution. It kicks down the gears with a throttle blip, even in full in auto mode and won't upshift unless the next gear is selected, it just bounces off the rev limiter.

On some surfaces the 911 Carrera T can be noisy, but that's down to the wide and grippy 20-inch Pirelli P-Zero tyres more than anything, unless you have the flat-six twin turbo operating above 5000rpm. Then you block out the tyre noise with the instantly recognisable wail of the turbo engine.

I hadn't driven a 911 for close to a decade and I was quickly falling in love with the Carrera T's astonishingly high levels of traction, steering, handling, braking and roadholding.



ABOVE What's not to love about a big analogue tachometer?

LEFT The pop-up wing has a number of settings and is fully retractable.





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GR \$150,000 - \$180,000



1988 BMW E30 M3 EVOLUTION
II COUPE (RHD)
GR \$100,000 - \$120,000



1961 ALFA ROMEO GIULIA
SPRINT GT COUPE
GR \$70,000 - \$85,000



1961 MERCEDES-BENZ 190SL
CONVERTIBLE
GR \$160,000 - \$180,000



1991 HOLDEN HSV VG MALOO
UTILITY (NO 99 OF 132)
GR \$45,000 - \$55,000



1970 JAGUAR E-TYPE 4.2
SERIES 2 FIXED-HEAD COUPE
GR \$120,000 - \$140,000



2005 HOLDEN VZ MONARO
CV8-Z 'MANUAL' COUPE
GR \$50,000 - \$60,000



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BELOW '911' stands for only one thing here.



Nail it and characteristically the bum dips, the P-Zeros bite the bitumen, and it fires out of the blocks quicker than Usain Bolt. Stand on the brakes and speed vanishes equally impressively.

But the highest accolades go to its steering and roadholding. Feedback through the alcantara trimmed steering wheel is constant and extensive. You feel every imperfection in the road and unlike the Porsches of old that would pitch you into the scenery if you lifted off mid corner, the 911 Carrera T sticks to the road like paint and corners with incredible stability. Even a deliberate big lift and unexpected mid-corner crater failed to upset its line and composure.

Playing its part in the sensory-overloading driving experience is the superbly sorted suspension and chassis setup. Porsche has been honing this configuration for 55 years and they've perfected its dynamic performance in every way. For those looking for a plush ride forget the Carrera T, or any 911. But I have to say the firm ride never became harsh or tiring and it would be an easy car to

live with as an everyday driver.

Moreover, for all its electronic wizardry the Porsche 911 Carrera T still gives the driver loads of feedback and a totally unadulterated driving experience that is simply unrivalled.

The driving position is what I remember of the 911, low slung and the snug-fitting electrically adjustable sport seats hold you in place and are extremely comfortable.

Looking you right in the eye is the big circular, analogue tachometer that has been there for the past 55 years. To the left is the speedo with minor instruments flanking the tachometer on the other side and all the controls are logically laid out and easy to reach and use.

On board are the usual apps, phone and music streaming Bluetooth, Satnav, Apple CarPlay and Android Auto, all encased in an easy-to-use central infotainment screen.

Unlike most other modern cars the key fob starts the Porsche and with a dash of almost French quirkiness, the electronic handbrake switch is snuggled under the dash on the right.

I wonder if it was going to be located there on the 901... I mean original 911. 🚗

LEFT "Pitch it in, Higgs."



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1962 LOTUS **SUPER** SEVEN

LITTLE LIGHTWEIGHT CLUBMAN HAS A BIG RACE HISTORY

WORDS GUY ALLEN ★ **PHOTOS** SUPPLIED

IF YOU LOOK at some of the spaceships Lotus has produced over the last few decades, it's easy to forget that its roots lie with very elemental cars that represent not a whole lot more than four wheels tied together with a spaceframe, with a little four-pot engine doing the honours. The whole point was they were light, simple, huge fun and surprisingly quick.

This early Super Seven is a great example and it's clear the various owners over the years have not been afraid to use it exactly the way the maker intended. The car has an extraordinary race history, including being the last sports car to compete in Australian Grand Prix, back in 1962. It finished ninth, and last, but at least it was there



and it finished! Driver Jeff Dunkerton was handicapped somewhat by a modest top speed and a need to stop to refuel during the race.

The car's reputation was somewhat recovered when it got a couple of wins in 1963 and 1964, the first in a six-hour endurance race and the second in a hillclimb.

The Super Seven in fact was launched by Lotus in 1961, powered by a Cosworth-modified 1340 version of a Ford Consul powerplant. Later examples used 1500 and 1600 units.

This car is running a 1500 and appears to have had a number of updates along the way, though we're told a

number of original bits, such as windscreen and guards, come with it.

Somewhere along the way it claims to be the most-raced Lotus Super Seven in the country, and we're in no position to dispute that. One thing is for sure, owning it wouldn't be dull!

(This car is for private sale via tradeuniquecars.com.au.)



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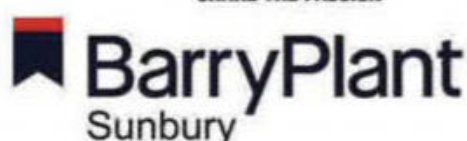
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1969 SHELBY GT500

HERO MUSTANG COMES WITH GOOD RECORDS

WORDS GUY ALLEN ★ PHOTOS SUPPLIED

IF YOU WANT an example of how premium American muscle is currently offering good value when compared to the local equivalent, this is a great one.

Mustangs don't get a whole lot better than this. The coupe is a Shelby GT500 running the 428ci bent eight, with a very desirable four-speed manual.

Perhaps just as importantly, it has all the right ID numbers and comes with a Marti report, plus much of the original delivery documentation.

Now the \$200k price tag is substantial, but really this is getting up there at Aussie GT-HO levels in desirability for less money. And, unlike the local product, it has a world market.

In Cobra Jet form (which

this is) these cars claimed 335hp stock (which is likely to be understated) and it would be easy to imagine pulling considerably more out of them with little trouble.

Production numbers were tiny by American standards, so they have real exclusivity. Some 3150 are believed to have been sold in 1969. That's all Shelby models.

While these cars were

bigger and heavier than the first Shelby Mustangs, they have a very real presence that's hard to miss.

Carroll Shelby in fact connected with Mustangs from early on – there's a famous PR shot of him with a fastback in his trademark white-with-blue-stripe livery, taken in 1965. That was the year his outfit first developed a GT350, a race-ready version of the early fastback.

By the time this GT500 was built, it was a high-performance road rather than race car. That's where the market was, and the name carried enormous street cred.

This example is believed to be running in very original spec and is located in Brisbane with John Conroy Classic Cars. 🚫





TOYBOX

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1949 ALFA ROMEO 6C

THE ONLY EXAMPLE DELIVERED TO AUSTRALIA

WORDS GUY ALLEN ★ PHOTOS SUPPLIED

MOST OF US have heard of an Alfa Romeo 4C, the uber-cute two-seater that was launched to much acclaim a few years ago. So, is a 6C just a bigger version? Well, yes and no.

This gem harks from a very different era in the history of Alfa Romeo, when its primary business was hand-building luxury cars. That business model wasn't sustainable, and the company in the 1950s turned its attention to mass production with the first Giulietta Sprint.

This car hails back to the pre-war hand-built era, but in fact is a post-war version of the 6C. It's a 1949 6C 2500 Sport Freccia d'Oro (Golden

Arrow) and is one of just 680 made. Just one was sold in Australia, out of Sydney, and that's this car.

Anyone more used to modern Alfas gets an immediate shock at the sheer size of the car – it's

a big four-seater and has enormous presence.

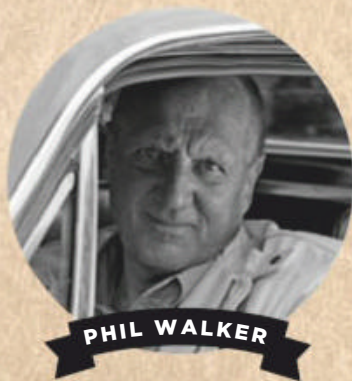
The inline six designed by Vittoria Jano was famously used in competition in a few different models over the decades.

This car had a mechanical rebuild some five years ago and has been used as a classic events car since.

It's not in perfect cosmetic order, as the various owners over the years have clearly decided it should be driven rather than polished. However it seems to be in very solid and complete working order.

It's currently being offered by Oldtimer in Queensland at \$300k. 🚫





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1966 FORD FALCON

\$29,990

THE US ALTERNATIVE TWO-DOOR

GIVEN THE wallet emptying prices of Aussie classics, here's a darn good alternative. A 1966 Falcon Club Coupe that will keep you amused when friends go hunting for the rear door handles. It's from the deserts of Nevada and the body seems to be in good nick from the photos. It's travelled just 43,000 miles from new, which is backed up with original paperwork, including buyer's documentation with dealer's and customer's purchase order, trade-in allowance and purchase agreement, window sticker, key and owners manual. Canadian built it has a 170ci six and three-speed manual box. What a great starting point for a lovely tidy and weekend cruiser.



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2002 MERCEDES AMG CLK55 \$19,990

THESE AUTOBAHN burners eat kilometres for breakfast and when new set you back more than a suburban house, but what a stylish way to empty your wallet. While home prices are in the news, they ain't as cheap as this V8 coupe is today. Given the ferocious acceleration and brutal performance of the 5.4-litre hand-built V8 in the CLK55, AMG should stand for All Mumbo German. This one looks to be well cared for, has been regularly serviced which is important and presents well inside and out. Having had a few AMGs, whenever I spot one up for grabs I check out the current level of the piggy bank.



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1990 VN SS COMMODORE \$25,000

THINKING OF A trip to Tasmania? This smart looking VN SS Commodore looks like a good excuse to go and check out the apple isle. The first of the plastic bumper Commodores certainly has a big fan base as Glenn Torrens keeps telling me and this one is quite rare being fitted with a five-speed DIY shifter behind its five-litre bent eight. From the photos it looks to be very original and the owner has kept the paperwork and books. For the money, I can think of worse ways to kick off or add to a Commodore collection.



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1966 MGB ROADSTER \$16,000

THE MGB WAS LUSTED after by anyone who had a pulse. Inexpensive open-top, care-free motoring was what the 'B' delivered. Not fast but so much fun. And now very hard to find, so if you are keen make a beeline for this very original rust free car. It's clear a good deal of time, money and effort has gone into this car and in British Racing Green it looks gorgeous. To keep the winter cold at bay it comes with a hardtop, that needs a bit of a tidy up, but it means you can savour its delights in the winter months plus its ragtop for warmer times.



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1958 JAGUAR MK1 \$30,000

DON'T LET THE greenies peer inside this charming old pommy luxombile as it has more timber than a forest. To celebrate its eligibility for a seniors card this Mk1 has undergone ground up restoration 10,000 miles ago. It has had a bare metal respray and the engine has been rebuilt with new internals and ancillaries. Inside the seats have been re-upholstered and the woodwork replaced, so it just needs a spray with Mr Sheen to keep it looking ticketyboo. To stop passengers overheating, a modern touch – air-conditioning – has been fitted, something never seen back in the Old Dart.

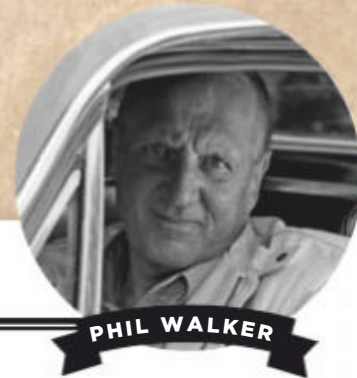


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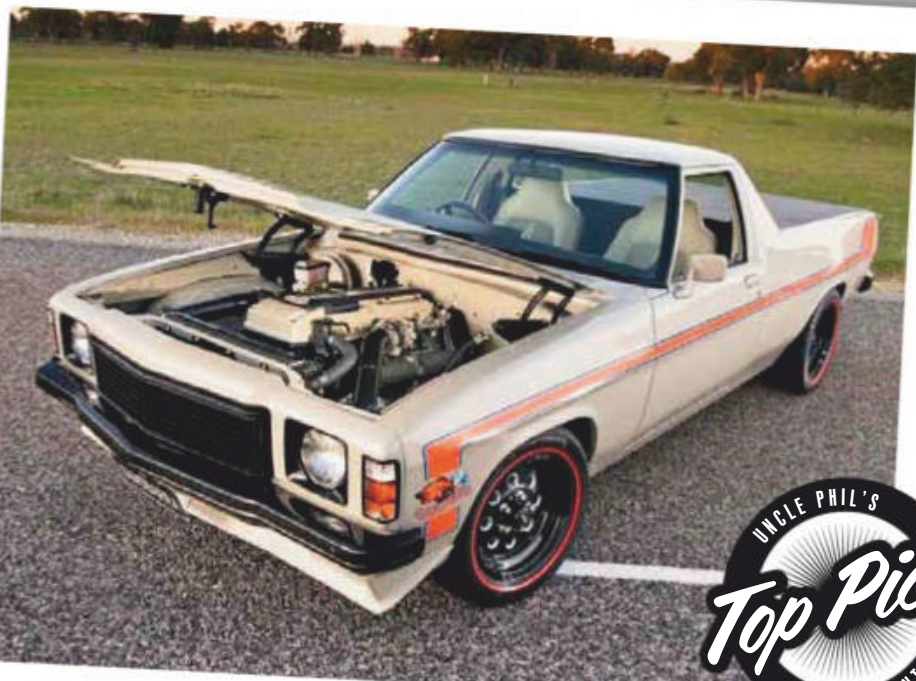


UNCLE PHIL'S choice PICKS



PHIL WALKER

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1977 HOLDEN HZ UTILITY

\$145,000

AND NOW for something completely different. The Sandbarra as featured in our sister mag *Street Machine*. On the outside it's an HZ Holden ute and under its bonnet is Broadmeadows finest in the form of a 'Barra' Turbo 6 Falcon engine. The father/son project was to tidy up an old Sandman and stuff an LS in its nose. But these things have a habit of being a moving feast, so one of Henry's finest got lobbed into the space once occupied by a Fishermans Bend bent eight. It even sports custom Sandbarra striping and logo inspired by the Falcon Superoo of 1969.

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1965 CHEVROLET EL CAMINO

\$39,950

AMERICAN MUSCLE doesn't always come in a two-door coupe package. Under the stunning turquoise lurks a fair weapon, disguised as a load lugger. A 454 4-bolt big-block bolted to a T400 and then connected to a 10-Bolt Diff. Tasty! The anchors have been given a freshen up and upgrade with big front discs and master vac booster. Inside is all new with a Dakota digital dash and it has a retro radio. The chrome is new, likewise the stainless, glass and rubbers and the wiring has been redone. The finishing touches come with the American Racing Wheels. Best of all it's on Vic Club Permit plates. Bargain.



Go straight to this car by **SCANNING THE QR CODE**



1971 FORD ZD FAIRLANE 500

\$41,000

WHAT A BEAUT thing these were back in the day, ferrying our political leaders, dignitaries and corporate heads about in them. None would have been late for a meeting in this one with a snorting 351 under its sizeable bonnet. This one appears to be an absolute plum although not quite concours, which means you can add the finishing touches to it in your own time. It sports new mechanicals, including brakes, exhaust, suspension so it drives like a new one. Inside is new too with the carpets and pews having barely been used. That motor and three-speed auto give it great street-cred.



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Under the timeless design of the all aluminium body, a sophisticated new 5-link rear suspension provides a higher standard of ride comfort and handling finesse. Working in concert with the adjustable dampers all round and accurate power steering assist, this latest evolution of the Classic Morgan is certainly the most refined ever.

As always, each car is hand built in rural England to bespoke customer order. For more personalized information about this unique sports car, please contact us directly at Morgan Cars Australia.

Overseas model shown with optional Stainless Steel wheels and metallic paint.



Morgan Cars Australia, 116 Cremorne Street, Cremorne, Victoria, 3121
P: 03 9329 0344 E: chris@morgancars.com.au
Please visit our website for more information. www.morgancars.com.au

HAPPY ANNIVERSARY!



AUSTIN MINI

60 YEARS

FASHION ICON, MOTORSPORT LEGEND AND GOOD CHEAP FUN.
THE MINI HAD IT ALL.

Even now, the Mini stacks up as an exceptionally clever piece of design, and it's impossible to come up with something that made better use of the resources and space allocated to its diminutive package.

It was the work which made designer Sir Alec Issigonis most famous, though in the early stages of the car's conception, through the mid 1950s, it wasn't necessarily his first priority. British Motor Corporation Chair Sir Leonard Lord had given Issigonis (long before he was knighted) the task of developing three levels of new-gen cars for the firm: luxury, family and economy.

With the Suez Crisis of 1956 came a real fear that oil supplies from the middle east would be curtailed (how little has changed over time). Suddenly, the light car with its implied fuel-efficiency became the big priority.

In 1959, the market was presented with the front-drive four

Morris Mini Minor, aka the new Austin Seven, which was later to be accepted simply as the Mini.

Certainly Issigonis didn't have the current level of safety and other regs to jump over, which made the task of deigning a light and remarkably capable compact car somewhat simpler. Nevertheless it was an incredibly subtle and clever piece of design for its day and clearly influenced countless designs that came after.

Not only did it become the most popular British car ever made, with something over five million sales, but it was a stand-out motorsport platform. Even now, on the right day at Goodwood, for example, you can see them harrassing much bigger and more powerful cars in historic races.

Of course these days a healthy early Mini is no longer an economy car and good restored ones are valuable classics. Sir Alec would no doubt be a little bemused. 🚫

FORD XY FALCON PHASE III GT-HO

VERMILLION FIRE

LIMITED EDITION OF 850 PIECES WORLDWIDE



Item No.18676

Available Now!

**1/18 Scale Model
Diecast Replica**

Late in 1970, Ford replaced the XW range with the new XY range. As with the XW, a GT was also released. By the first half of 1971, a GT-HO, the Phase 3 was delivered. This GT-HO was a true supercar and with a top speed of over 140mph was the fastest four door sedan in the world at the time. Approximately 300 XY GT-HO Phase 3 Falcons were produced. The Phase 3 comes with the top of the line interior with 140mph speedometer and an 8000rpm tachometer. It also sports the protruding aircleaner scoop in the bonnet famously known as a "shaker".



Elaborate steering wheel and dash featuring full instrumentation and components.



The Cleveland engine has an outstanding level of detail including finely moulded hoses and tubing.



For more details contact Classic Carlectables on Freecall 1800 088 564

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Valued at nearly \$20,000,
this Japanese jaunt includes:

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- Tickets to the 2019 Tokyo Motor Show in October
- Seven nights' accommodation for two adults in the nation's iconic capital
- \$5000 spending money



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2019 FORD MUSTANG ROUSH JACKHAMMER LIMITED EDITION



Under 3,000kms on the clock, full roush supercharger kit plus alot more giving you 580kw matched with 920 Nm of torque. Power with class.

Build has come to just under \$160,000 and was all completed by East Coast Customs. It comes with 3 years 90,000 warranty and is ADR certified Australia wide.

Car has been built as a labour of love. Selling due to a current bigger and better project. WATCH THIS SPACE!

Offers over \$120,000 - All offers considered.

**Contact Terry: (07) 5502 6711
GOLD COAST, QLD**

EXTRAS INCLUDE:

- > Full brake kit.
- > 6 piston fronts 380mm twin cross drilled rotors
- > 4 piston rears 360mm twin cross drilled
- > Momo 20" wheels
- > Michelin pilot sport cup 2 tires
- > 285 rears
- > 265 fronts
- > Roush 3 way adjustable coil over suspension
- > Sway bars
- > Body plastics glossed black
- > Stainless steel headers
- > High flow cat
- > Roush x pipe
- > Carbon dash trim
- > Andrew Muirhead leather in lite tan
- > Flat black mustang stripes
- > Roush hockey stick graphic
- > Full paint protection
- > Tinted windows

\$215,000

LOTUS SUPER SEVEN SERIES 2

1962, 1500cc Cosworth. All steel engine. Ex Bruce Dunkerton, John Evans, Mike Devine. Cams Log and COD. Totally restored with recent major freshen up all documented. The car is in amazing condition and amazingly quick. It is the most historic Lotus Super Seven in Australia with an extensive racing history. eligible and ready for club plates. Serious and realistic offers considered. Comes with original windscreen and original gulwing guards, second aeroscreen & 1962 original rego sticker. Spare set of painted rear guards, front cycle guards and two painted body noses.

Also available: Single axle tilt trailer; Aluminum sides, canvas top, tyre rack, 12 volt winch, disc brakes. will suite open wheeler, clubman sports car, sports racing car. Tows like a dream., .. VIC. DIY941929.

0418 346 174. **\$53,500**

**\$68,000**

LINCOLN CONTINENTAL

1962, Factory RHD conversion, Factory Aircon, Power steering, Power seats, Power windows, 143508 original miles, Original black leather interior with minor wear, 430 Ci V8 motor (all original), Automatic transmission, Suicide door hardtop sedan, All original chrome work, Nice original condition inside and out with little work needed. Can be a Daily driver Currently on registered club permit. Runs very well.

Contact Albert on 0418 101 858 or Joe on 0432 945 461, 84622H. VIC. DIY940182. **0418 101 858. \$68,000 Neg**



\$68,950

CHEVROLET CHEVELLE SS

1968, Car reduced by over \$10k! Full bare metal restoration in Australia, super straight mint black paint, new centreline auto drags, factory SS bonnet. 468 high performance engine with all the goodies, including Carrillo rods, forged cola crank 12 bolt with mini spool, turbo 400 with a 3800 stall, reverse valve body manualised & scatter shield. All the best American made parts are used. Car has never been raced and only has a few hundred kms on the running gear. Was built as a very fast street car with intention to race occasionally. Has an original factory interior in great condition. Can email more detailed pics and videos to interested interstate buyers. If you want pics and videos please email or text me. 0417 303 785. linda@swanwickservices.com.au, 136378Z114053xxx. VIC. DIY889118. **0417 303 785. \$68,950 JUST REDUCED**



\$58,000

CADILLAC COUPE DE VILLE

1972, Only 19,000k in original showroom condition. It may not be the cheapest but it's superb, authentic condition makes it the 'best you can afford'. More so with a weakening \$A and asbestos testing. Described as 'unique and one of a kind' by the car's many admirers. Rare triple blue colour combo with impeccable, white halo roof. Fully loaded and everything works. Absolutely no rust. More pictures on the web., .. TAS.

DIY925845. **03 6328 1669. \$58,000**



FORD FAIRMONT XW

1969, Factory V8 auto. Wow this car is a credit to the gentleman that purchased this car new, AVP 260. QLD.

DIY928711. 0408 985 124. \$48,000



CHEVROLET CORVETTE Z06

2016, Fast and loud! ZF1 performance package 2LZ trim.

Red and black interior for that ultimate sports racing look.

Upgraded full stainless exhaust & extractors.

Conversion done by the highly regarded as best in the biz, Corvette Clinic of Melbourne.

Full mirror conversion.

The Corvette Z06 is the ultimate super car, drives like a dream, own a dream.

Genuine sale, this is the cheapest Z06 on the market in Australia as I'm realistic and want a genuine buyer.

VIC rego.

Interstate buyers email me for more photos and videos

Email: linda@swanwickservices.com.au or text: 0417 303 785.

Buyer will be impressed., .. VIC. DIY937447. 0417 303 785. \$215,000



\$165,000

KTM XBOW-R

2017, This vehicle is unlike almost anything else on the market. Do your research then contact me., XBOW.
WA. DIY940069. **0409 293 310. \$165,000**



POA

PLYMOUTH CUDA

1970, Exceptional car with great national show history in USA. Full numbers matching, used as a technical reference guide in multiple magazine articles. Galen Govier documented. Restored by Mopar legend Roger Gibson in 1993 with only NOS & original parts used. Less than 500 miles since restoration. Included in the Hamtrack registry. Multiple award winner, including concours gold & Mopar Nationals. 37000 original miles. One of 368 cars built. Full 3-inch-thick folder of factory documentation, restoration pics & receipts, original keys, dealer brochures etc. Original wheels with NOS tyres in storage along with its many trophies. Qld registered for service runs only! Your chance to own a rare, immaculate & possibly the most accurate Hemi Cuda in the world. A true investment vehicle thats owned in a company so GST can be claimed. Contact owner for more detail., .. QLD. DIY942906. **0411 176 728. POA**

**\$98,000****HOLDEN HG GTS**

1970, Stand out car, genuine sale. 50 Chev, Turbo 400, shortened 9 diff with pro iron centre, 4.11 ratio with true-trac, billet axels, new Willwood disk brakes, new bushes/ball joints, new stainless steel hard break lines. Spare set rear Foose wheels 18x9. Beautiful leather interior., SIKNESS. NT. DIY943204. **0408 327 819. \$98,000 ONO**

**\$40,000****FORD F5**

1948, 1948 F5 pick up, Ls1 500hp, turbo 700, Stage II Shift kit with 2000 stall, 10 bolt diff, sitting on C10 chassis, Ford Phantom interior, electric windows, P/steering, A/C, electric handbrake, custom air brushing, 15 wheels, drives like a gem. Genuine enquiries only - NO TIME WASTERS PLEASE. Please call not text!!!, NEDKELY. QLD. DIY942618. **0419 684 308. \$40,000**



FORD CLUB COUPE XB

1973, My supercharged xb fairmont coupe painted as GT coming on the market later this month. A few highlights: procharger, full msd \$10,000 fuel management, 530hp 600nm at 6psi, IGE boost management system, modern brakes, steering, suspension and shock, no mods to body, cammed and intercooled. no creaks or rattles. std three speed but comes with spare quick shifter and a few bits n pieces. nut and bolt resto. not matching numbers, was tropic gold now apollo blue but missed by a shade. the paint was so good i didnt bother correcting it. 8 coats of clear ceramic mean scratches just buff out. all receipts. Best offer over \$120,000., 071WFG. QLD. DIY943206. **07 3881 6226. \$120,000**



PORSCHE 944 TURBO

1986, COLLECTABLE, Fastidiously maintained and cared for. Hardly driven for the last 2 years. Garaged for the last 20 years., YJG94W. ACT. DIY943205. **0429 594 816. \$52,500**



MERCEDES-BENZ 230 SL

1966, * Original Australian delivered vehicle sold through York Motors in Sydney

* Original Becker radio

* full registration until June this year

* immaculately restored to original condition

* hard/soft top in excellent condition

* Garaged past ten years, BFQ56B. NSW. DIY942012.

0419894777.

\$137,500 125000



LOTUS SUPER SEVEN Mk 4

1978, Fabulous and fun sports car. Rare and collectable car with original Lotus twincam engine.,

77809H. NSW. DIY943203.

0400 747 767.

\$38,000



\$69,000



FORD ROADSTER

1932, C&W composite body, McDonald Bros Floating Hubs, Lewis chassis, Rod Tech front end, Triangulated 4 bar rear end, Rodwell Windscreen and soft top, 302 V8, 9" G Force Billet Locker. Plates negotiable., bos32.

QLD. DIY943207. 0418 555 998. **\$69,000**



MGB ROADSTER

1966, muched loved very original car.very reluctant sale due to illness., gyy 111. VIC. DIY940646.

0447 525 615.

\$16,000



STUDEBAKER DAYTONA R1 SEDAN

1964, Immaculate fully restored multi award winning LHD 1964 Studebaker R1 Daytona 4-door sedan, original 289 cid Avanti Jet Thrust V8 engine, 4 speed overdrive automatic transmission, factory fitted air conditioning, sleeper seats, push button radio and climatizer. Gleaming Bordeaux Red paintwork, immaculate body work, interior like new, chrome show quality, plus too much more to describe, Genuine 62,000 miles since new. Full WA licensed.

Vin 64V12308, 64 DAYTONA. WA. DIY936021.

0409 376 372 .

\$50,000



FORD MUSTANG Mach 1

1971, Mach1 351 4V Numbers matching engine, full repaint and interior update. C6 auto and 9 inch, tinted glass Rare engine type. Plates not included., MCODE. WA. DIY938986.

0411 744 853.

\$46,500



SHELBY MUSTANG GT350

1966, This genuine 1966 Shelby GT350 (SFM2260) is a very unique investment opportunity. This car is fully documented in the Shelby American Automobile Club (SAAC) registry, and has been with the current owner for nearly 20 years. It has a ground up restoration back to factory original. This car is presented in it's original colour with the addition of the Hertz Gold LeMans stripes. The original engine and automatic drive train have all been rebuilt to factory specs. It has been a Mustang Owners Club Gold Concours winner 2 years in a row.

Ready to drive or show!

51618H. VIC. DIY940249.

0149 326 261.

\$250,000



DAIMLER MAJESTIC MATCHING PAIR

1959, Matching Pair of Daimler Majestics.

Fully restored by current owner.

Full Registration, beautiful condition throughout.

Currently part of larger wedding car fleet.

Excellent business opportunity for retired person.

Large stock of spares also

available at extra cost if required at reasonable cost,

MH3500 PH2500. NSW. DIY886489.

0419 495 496.

\$36,000 Reduced



FORD COBRA

1969, Cobra jet, some people call it a Torino or a Fairlane cobra but Ford called it a 69 cobra. Very rare 428 cobra jet engine all original not restored but engine bay has been refreshed. These cars along with the mustangs were the parts bucket for the

Falcon GT with numerous parts being interchangeable. The interior is original, it has a new N 3.25 9 inch diff fitted to the original housing finned rear brakes has original working am/fm radio. It is also a 1 of 1 car that's the only 69 cobra that left the factory with this colour and options great daily

driver, XES 427. WA. DIY940823.

0410 691 139.

\$68,500



GAZ VOLGA M21M 3

1963, Unique Russian KGB car in Australia.

Fully restored very close to factory standard,

CCCP 1. VIC. DIY930848.

0400 155 779.

\$49,000



BENTLEY MARK VI

1950, What a Beauty Photos do not do it justice!!!

Have all the History, Tools /Books of receipts etc from 17 /8/ 50. Last owner brought car in 1973 Well over \$100000 spent in 1996. Has been in storage since 2008. Has to be seen to be appreciated. Has

RWC/REGO, PRR440. QLD. DIY937126.

0417 355 567.

\$79,000



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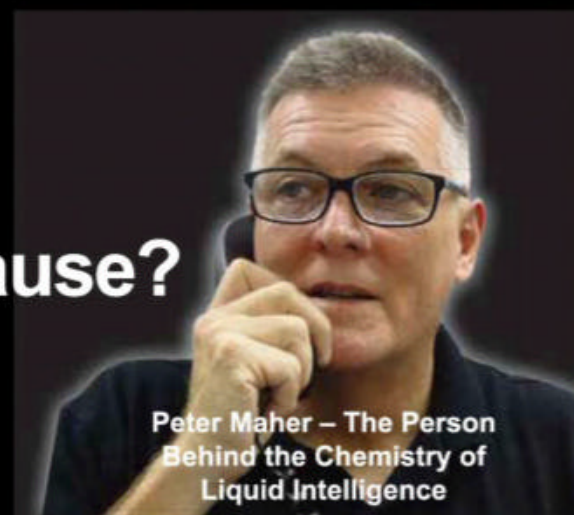


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Engine Overheating? Tried Everything? Is Rust & Calcium Scale the Cause? **This Kit Can Fix That.**



Peter Maher – The Person
Behind the Chemistry of
Liquid Intelligence

What is the main root cause of overheating problems?

If your vehicles temperature gauge continually moves past centre whilst idling at a set of traffic lights or when driving in city traffic on hot days. Then your cooling system is probably compromised with an insulating build up of calcium and mineral scale which is preventing it from working to its full efficiency.

But even if your radiator has been cleaned or replaced because of calcium and rust deposits, the engine block and head can still be coated and compromised by those same deposits and everyone seems to forgets about that. Scale one millimetre thick on the internal walls of the water jacket can reduce cooling system heat transfer efficiency by 30% and that's where most overheating problems are originating.

How to Fix Engine Overheating

We recommend you have a look at Liquid Intelligence 239 Radiator and Block Cleaning Kit. Liquid Intelligence 239 Part A is the business end of the kit. It's a concentrated organic cleaner that is designed to dissolve and break down insulating build ups of ferrous and mineral scale. And it will do it safely without reacting with or damaging aluminium, copper, brass, solder, cast iron, zinc alloys or any other



LIQUID INTELLIGENCE 239 KIT COOLING SYSTEM CLEANER

- ✓ Completely Dissolves
Rust & Calcium Scale
- ✓ Strong, Non Corrosive
Safe Organic Formula
- ✓ Australian Made
100% Guaranteed

component found in a cooling system.

The Part B is also an important part of the cleaning process. It's a strong neutralized alkaline soap based cleaner that flushes the cooling system of impurities and waste materials and prepares it for the coolant to be then added.

How Can You Purchase the Liquid Intelligence 239 Kit?

We only sell directly to end users and mechanics and not through part shop retailers or distributors.

So, you can only purchase Liquid Intelligence products over the phone using a credit card or off our website using PayPal. We deliver them directly to your door using TNT or Australia Post.

Our Technical Support is Available 7 Days a Week

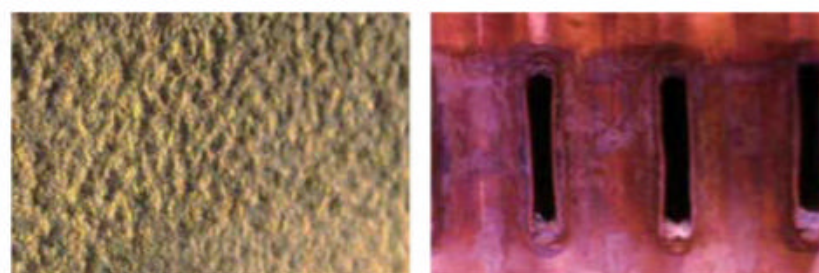
If you would like to have a chat about the technical and practical aspects of using the Liquid Intelligence 239 kit in your vehicle please give us a call. You will get personal service from one of our qualified technical staff. We are available on 1800 441 163 or +61 2 81882060 from 7am to 7pm seven days a week.

Engine Block & Radiator BEFORE Liquid Intelligence 239



The image taken with a fibre optic camera shows deep rust and calcium deposits in the water jacket and radiator of an older vehicle. These deposits can decrease cooling system efficiency and cause engine overheating.

Engine Block & Radiator AFTER Liquid Intelligence 239



Liquid Intelligence 239 dissolved the insulating layer of rust scale back to bare metal...allowing heat to pass unimpeded to the coolant..fixing the overheating problem.

You can call Peter for a chat about product and application information or simply to purchase Liquid Intelligence 7am to 7pm seven days a week

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PORSCHE 964 CARRERA 4 1989, Engine and running gear have been modified and upgraded using all period correct RS spec genuine parts. Car has all matching numbers. S698. TA942237. **POA**



PORSCHE 911 CARRERA 1985, Finished in Classic Cashmere Gold paintwork with Mocha leather cabin and matching carpets. Factory RHD and matching numbers. S699. TA942848. **POA**



HOLDEN COMMODORE BROCK/BAIRD AUTOART COMMODORE VX 2000, This is the car in which Peter Brock drove his last Bathurst 1000. It remains in the same as-raced condition as when it finished Bathurst in 2002. S695. TA941632. **POA**



HOLDEN MONARO CV8 2002, A replica of the car that Peter Brock drove in the Targa Tasmania rally from 2002-2004. S696. TA941639. **POA**



MERCEDES-BENZ 190E 2.5-16 EVOLUTION 1 1989, Presented in original Anthracite paintwork with black leather interior. The car has travelled only 21,001 km from new. Comes with original service book and factory Kardex attached. S694. TA941630. **POA**



PORSCHE 930 Turbo 1981, Presented in stunning original Mocha Black paintwork with contrasting light brown leather, beige carpets and brown headlining. Car is Australian delivered and matching numbers. S693. TA941627. **POA**



FERRARI 348 SPIDER 1994, Factory RHD and has only travelled 37,700 miles from new. Finished in Giallo Modena paintwork with soft Rosso Napa Leather cabin and matching carpets. S697. TA941640. **POA**



FERRARI 512 TR 1995, Stunning Australian-complied and delivered Ferrari 512TR by Scuderia Veloce. One of only two to be sold new in Metallic Blu Scuro with Magnolia leather interior. S560. TA889282. **POA**

MAKE MINE RARE

LMCT 11675

Karl Hughes 0481 293 009 • Ben Stack 0402 317 513

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MERCEDES-AMG GT C190 R 2017, The most powerful road car AMG have built and is the current F1 Safety car. Finished in Classic Silver Metallic coachwork with AMG Performance Seating in leather and Alcantara cabin. S689. TA941618. **POA**



FERRARI 458 ITALIA 2010, Finished in gorgeous Giallo Modena coachwork with soft Nero Tradizione Napa cabin and Nero mats. DC-T transmission and travelled only 18,200 km from new. S690. TA941624. **POA**



PORSCHE 911 CARRERA 2015, Finished in beautiful Racing Yellow coachwork with soft black leather cabin. Car has travelled only 26,900 km from new. PDK transmission. S687. TA941614. **POA**



PORSCHE 911 GT3 2018, Finished in stunning Miami Blue coachwork with soft black leather & alcantara racing cabin. Car has travelled only 3,200 km from new. S686. TA941612. **POA**



PORSCHE 911 TURBO 2014, Finished in ultimate Basalt Black Metallic paintwork with Racing Black Napa Leather cabin and embossed stitching package. The car has travelled only 39,900 km from new. S702. TA942856. **POA**



LEXUS LFA 2012, Australian Delivered with factory build tag number LFA #239 out of 500 ever built worldwide. Finished in stunning Black Pearl metallic coachwork with soft black and red leather cabin. S688. TA941616. **POA**



MCLAREN 650S 2015, Finished in stunning Carbon Black Metallic paintwork with soft Charcoal Leather cabin and Harissa Red Stitching throughout. Car has travelled only 13,200 km from new. Performance Upgrades done to 750 horsepower. S700. TA942853. **POA**



NISSAN GT-R R35 2014, Finished in Ivory Pearl Metallic coachwork with soft Black leather & Alcantara cabin. DC-T transmission and has travelled 10,100 km from new. S691. TA941625. **POA**

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LMCT 11675

Shaun Baker: 0418 348 355 • Rowan Thomson: 0413 768 696 • John Varrasso: 0414 348 208

MOPAR MAG



WORDS ★ GUY ALLEN ★ PHOTOS ★ ELLEN DEWAR

WE LINE UP TWO OF MOPAR'S HEAVY HITTERS – USA-STYLE AND AUSTRALIAN

It seems, like a lot of petrol-heads, Marc Tustin finds it difficult not to keep swimming through and sampling the oceans of automotive temptation out there. “I had a beautiful C2 fuelie Corvette at the time (a fuelie is an example with the factory fuel-injection option – Ed) and a friend had approached me about the car,” he explains. Meanwhile a private collection in Victoria had popped up on the market and one of the offerings was a Hemi Cuda. “I’d wanted one for a long time but was losing faith that I’d find one I liked in Australia,” he said.

That was 18 months ago. The car in had been in Australia since 2011 but had been kept hidden in a shed – this represents its first public outing.

“It’s a beautiful car,” he enthuses. “It’s a matching numbers example and they built around 660 Hemi Cudas in 1970 and around another 170 the following year. That was out of a total Cuda production of around 70,000.”

The option for a Hemi engine from new was about US\$990, where the car was only about \$3500 – so it was a big step up for a premium engine. All the



ABOVE CENTRE

Two takes on Mopar Hemi – a twin-four-barrel V8 and a triple-Weber six.

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CUDS 2.0 LITRE 2 DOOR HARDTOP

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470

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482

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WITH ELECTRIC WIPERS, TACHOMETER
FLOODLIGHT, 1.5 LITRE, 1.5 LITRE
FLOODLIGHT, 1.5 LITRE, 1.5 LITRE
SUMMER 4.0 LITRE, 1.5 LITRE, 1.5 LITRE
MOTOR, 1.5 LITRE, 1.5 LITRE, 1.5 LITRE
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TODAY'S TRANSMISSION

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HARTMAN ASSY 2.0 LITRE 2 DOOR

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Plymouth

CHRYSLER
IMPERIAL

CHRYSLER PLYMOUTH

CHRYSLER PLYMOUTH

CHRYSLER PLYMOUTH

CHRYSLER PLYMOUTH

CHRYSLER PLYMOUTH





TOP The shaker looks vaguely like a not-so-friendly creature from the deep.

RIGHT Serious attention to detail – Chrysler branded leads.

racers wanted the Hemi because they were a great powerplant and were ripe for modification. By way of contrast, a 400 six pack added a couple of hundred dollars, which is why that package was so popular.

Marc's Ivy Green Hemi underwent a major restoration effort back in the USA, in the early 1990s. Before anything was unbolted, professional Mopar documentation expert Galen Glover was hired to record the car's history and condition to that date, right down to the assembly chalk marks. The owner at that point was an Ohio lawyer named Jack Stewart and he asked Mopar guru

booked in to the upcoming nationals," says Marc.

"He went to a Mopar event and got chatting to a couple of locals, and the conversation turned into an awkward silence when the subject of Jack's car and the nearby resto shop came up. After some prodding, they revealed the car was nowhere near complete and in fact was still in bits, and boxes, scattered across the shop."

So he went to the shop and discovered it was closed. Eventually he tracked down one of the former owners and got the car released. So, perhaps feeling chastened, he went back to Roger Gibson. That was when they discovered

"HE WANTED TO WIN AN UPCOMING MOPAR NATIONALS AND A CONCOURS GOLD"

Roger Gibson to take on the restoration.

Gibson's estimate was about three times what Jack wanted to pay. Nevertheless he had big ambitions: he wanted to win an upcoming Mopar Nationals and a concours gold.

About a year went by, during which it had been at a smaller restoration shop. They had been sending progress shots of the car and, back then, he'd already paid US\$25,000 towards the project. Jack believed the resto folk were on the case. "He believed the guys were doing the right thing and the project was down to the final details. He had it





**“IT WAS FORMERLY OWNED BY LEO GHEOGHEGAN
AND WAS THOUGHT LOST, PERHAPS PARTED OUT
AND WAS LAST SEEN IN 1998”**

ABOVE The base Charger was never about subtlety but the race-homologated E38's look is pure hooligan-chic.



BELOW Who knew fat vertical stripes down the front guards would work? Chrysler Oz did – and they were right.



all the horrors that can happen with an unscrupulous restoration. For example an engine rebuild had been paid for, but all they had done was paint it.

Gibson's reputation is very different. Sellers and auction houses as a matter of course use his name to boost the value, if a car has been through his shop.

Through all those dramas, Jack kept excellent records. The car's original build sheet, delivery documents and keys are all together, plus he kept a comprehensive portfolio on the Gibson restoration. Finally, in 1998, Jack realised his ambition, where the car won concours gold at the Mopar Nationals. It went on to win multiple trophies since then. Various publications, such as Mopar Action in the USA, have also used it for technical reference guides on how to restore a Hemi Cuda.

Evidently Gibson meticulously replicated all the factory flaws as well as the good things, right down to overspray and drips in known areas. To give you some idea of the effort they went to, Marc still has the 50-year-old NOS wheels and tyres, so

the car can be set up exactly as it left the dealership.

"Jack bought it off a drag race buddy in his local town," explains Marc, "He was looking for an Ivy Green example. It had 36,000 original miles on it back then and has about 37,000 on it now." Jack passed away in about around 2003.

"It was sold as part of a collection to a guy called Marvin Hill, who owns Hill's Classic Cars in Ohio. I visited recently and spoke to him – he's known as a T-bird guy – plus Roger Gibson, who still runs three big restoration shops."

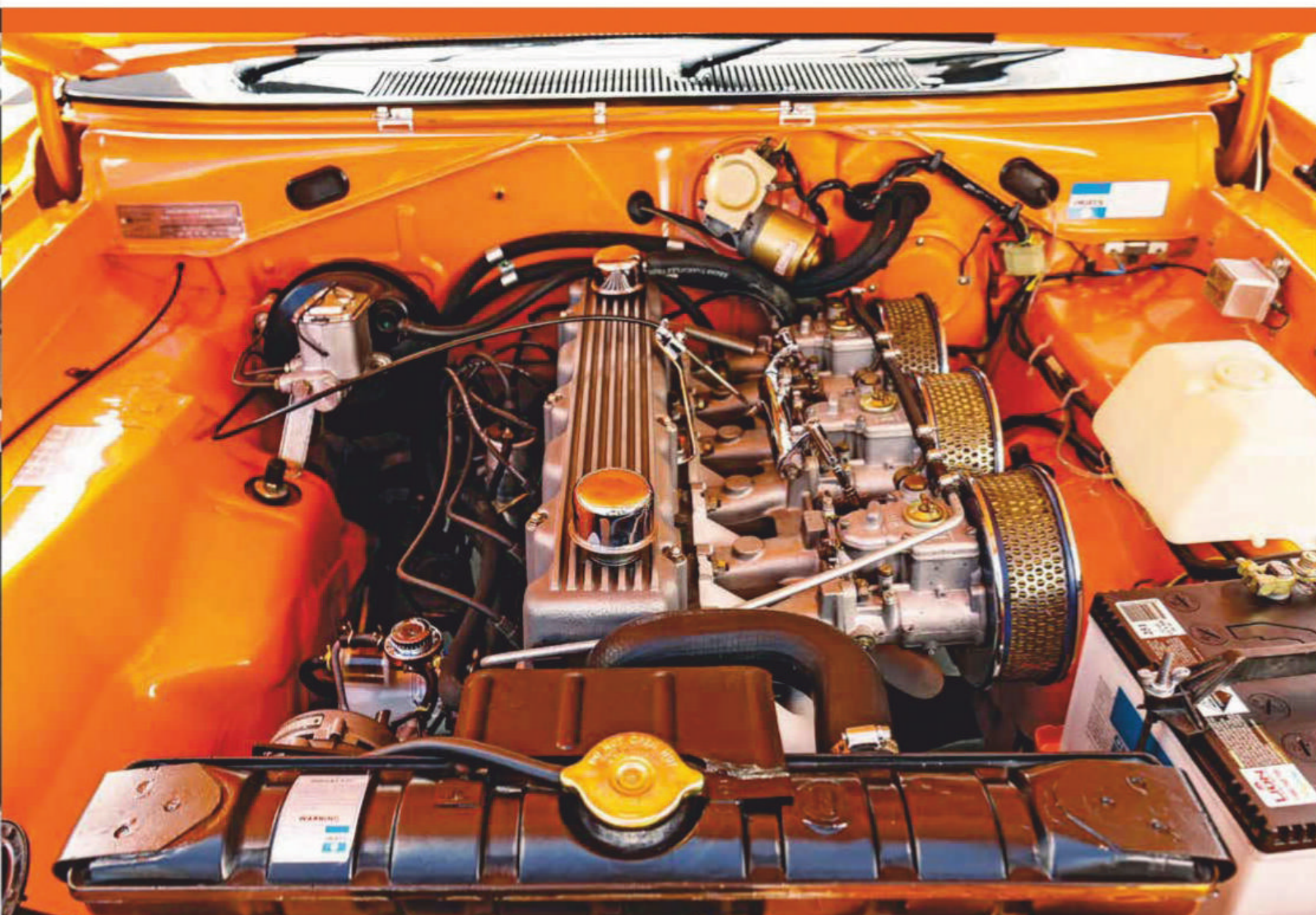
"It runs and feels like a brand new car," says Marc. The powerplant is a 426 Hemi claiming 425 horsepower, backed by a 727 heavy duty TorqueFlite transmission with slapstick change. It's basically what you specced for a drag racer, back in the day," he adds.

"It's beautiful to drive. Being a big block it's lazy and runs cool until you put your foot down. When you do that, it opens up the twin four-barrel Carter carburetors and I'm guessing it could empty the fuel tank very quickly!"

Not surprisingly, you can see a big

BELOW Tom and Jan on their special day with 1000 hours of resto work invested.

BOTTOM Anyone know a more picturesque way to fill an engine bay?





RIGHT Black trim complements the old-school sporty cockpit.

grin spread across his face whenever Marc jumps in it. Despite that, he seems to be ready to move on and has the car advertised on tradeuniquecars.com.au.

MEET LEO

We have Marc to thank for finding this car for us. Originally we had another Charger lined up, weeks in advance. With people flying to Queensland to do the story, we got a message from the owner that he couldn't make it – he was still on holiday. Oh dear.

So I rang Marc, the Cuda owner, in a bit of a flap. "Mate, can you get on to your network and see what you can find?" And by the way, it would be really nice if the car was an orange R/T.

Next thing I know there's a message from Tom Garland, who owns Leo. Eh? Am I missing something? It turns

out the car used to belong to the legendary racer Leo Geoghegan (yes, it's been documented) and is now known simply as Leo. Or Leo the Charger, if you must be formal.

Tom takes up the story. "It's a 1971 E38 big tank Charger built for homologation for racing

"The story as I know it is that it was formerly owned by Leo Geoghegan and was thought lost, perhaps parted out, and 1998 was the last time it was seen.

"Leo owned it until 1992 and it was his special events car. He sold it to a gentlemen by the name of Graeme Lalor and we have all the documentation for that. In '98, Graeme sold it on and the car was taken off the road and 'lost'."

Then, cryptically, about 18 months ago Tom received a message from Paul Norris from Elko Performance in Victoria, which simply said the Geoghegan E38 big tank is for sale. That's all it said.



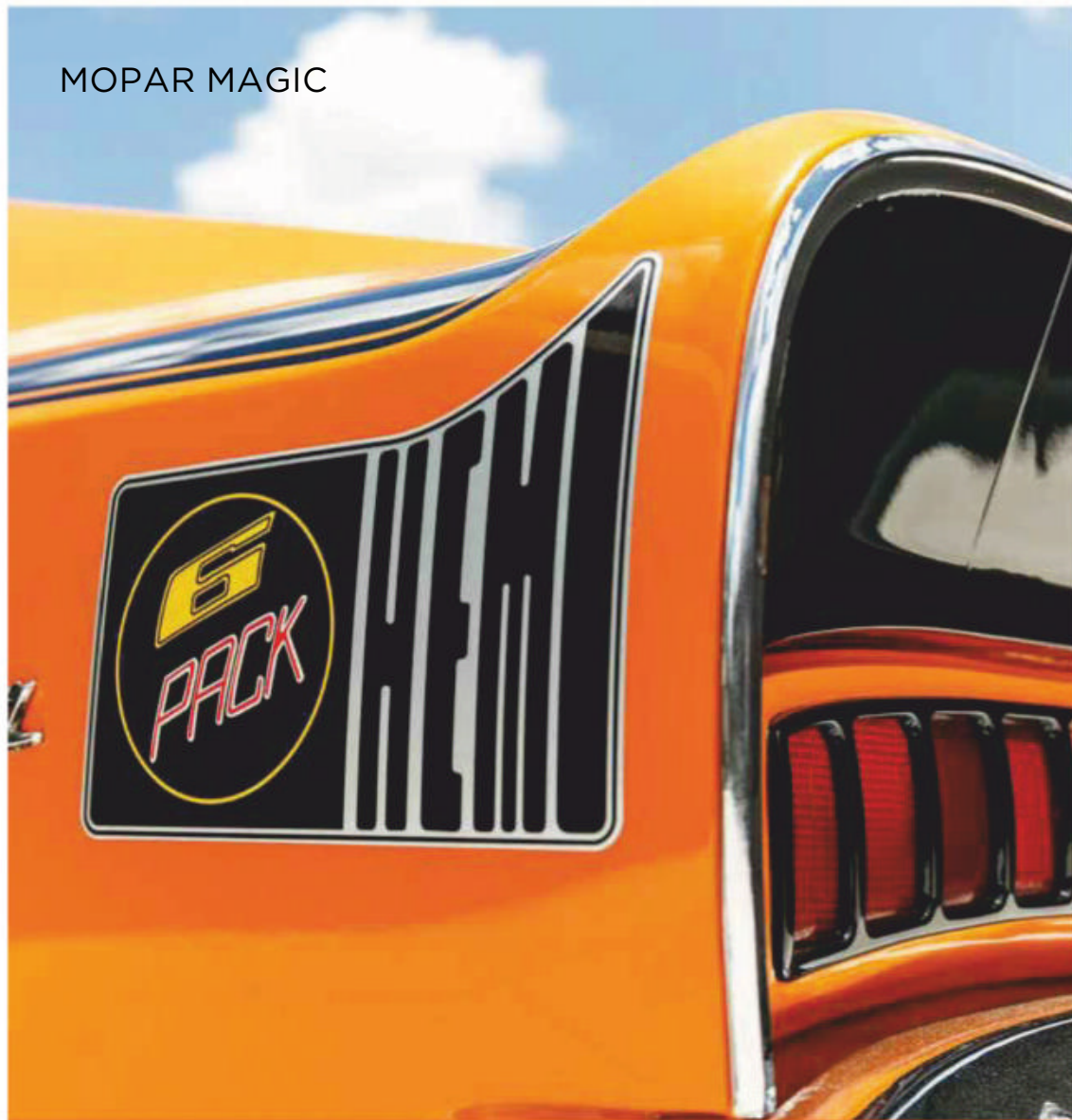
LEFT Two appealingly purposeful profiles – one very extrovert the other slightly sinister.



LEFT The Cuda cockpit looks a little less Spartan than the Charger's.



BELOW Two owners show well-justified pride in their Mopar gems.



Three or four days later after chasing him, he confirmed its existence and that he knew where it was. "He made a call and the gentleman was interested in selling," says Tom. "I was quite excited – fly down to Victoria from Queensland to hunt down the car. As it turned out, the car was in Brisbane, just down the road! So I drove down that very day, met the owner at his house and went over the car. It was just a rolling shell."

The story was it had been part-restored some 13 years ago and a cover had simply been thrown over the car and it was forgotten. "So when I found it," says Tom, "It was painted but it was empty – no interior, no glass, just a rolling shell. It did have the numbers-matching engine, plus boxes and boxes of worn-out components."

So, lovingly, over the last 12 months or so, Tom and partner Jan spent over 1000 hours getting the old thing up and running. And it looks great. "We got it running for our wedding on May 5 last year," says Tom, grinning, "It was a huge journey!"

Somewhere along the way Tom tracked down former owner Graeme Lalor. "We got together and he brought over a flash drive with years and years of documentation for

**"SO LONG AS YOU'VE GOT IT ROLLING FASTER
THAN 40MPH, ITS THE BEST CAR IN THE WORLD.
IT'S QUICK, ACCELERATES, GOOD THROUGH TURNS"**



ABOVE Charger stance is low, looking track-ready.

Vital Stats

1971 VALIANT CHARGER E38

Engine 4345cc inline six with three twin-choke Weber carbs

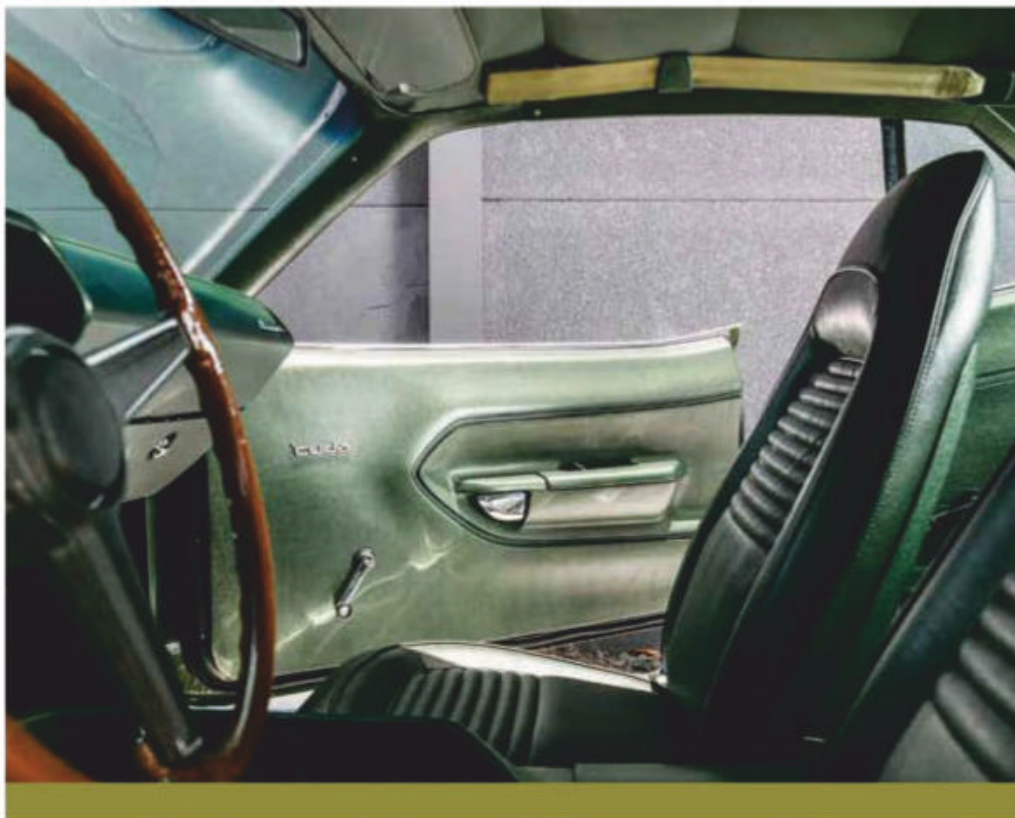
Power 208.5kW @ 5000rpm

Torque 420Nm @ 3700rpm

Gearbox 3-speed floor-shift manual

Suspension Independent with torsion bars (f); live axle, semi-elliptic leaf springs (r)

Brakes 11-inch discs (f) 9-inch drums (r) 0-100km/h 6.4sec



the car and we couldn't think of anything better than to call the Geoghegan car 'Leo'. Queensland plates still happened to have Leo E38 available, so I jumped on that.

"It's known everywhere as Leo."

So what exactly did Leo the human do with Leo the car?

"Graeme met Leo to buy the car in NSW. It was explained that it was his special events car, he flogged the daylights out of it. It was pretty rough at that stage. It didn't have the correct diff any more because it had been blown up; The gearbox had been blown up, the engine needed rebuilding, it had been left outside. I mean seriously, who wanted an R/T Charger in the eighties and nineties? Nobody. You

couldn't give them away!" he said.

What's it like to drive? "It's a big tank Charger – the Webers are cranky and it's everything you love about a piece of Australian muscle history," enthuses Tom.

"So long as you've got it rolling faster than 40 miles an hour it's the best car in the world. It's quick, it accelerates, it's good through turns, but in that it is an old 1971 car. Driving here today, I was trying to find 4IP on the old AM radio! Sadly it doesn't exist any longer, so we had to listen to the soundtrack of the induction of the triple Webers as we're rolling along."

You know what I reckon? Half his luck... 🚫

Vital Stats

1970 PLYMOUTH HEMI Cuda

Engine 6974cc V8 with twin Carter 4-barrel carbs

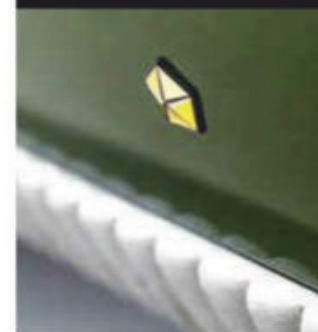
Power 317kW @ 5000rpm

Torque 664Nm @ 4000rpm

Gearbox 3-speed HD Torqueflite 727 auto

Suspension Independent with torsion bars (f); live axle, semi-elliptic leaf springs (r)

Brakes 11-inch discs (f) 11-inch finned drums (r) 0-100km/h 5.6sec



ABOVE Cuda stands higher looking ready for real-world road surfaces.



USA ALTERNATIVES

WORDS DAVE MORLEY ★ PHOTOS ★ UNIQUE CARS ARCHIVES



ABOVE The US Torino is a genuine Ford muscle car that shares many styling cues with our own XA GT.

There was a time when American performance iron was proportionally more expensive than an Aussie muscle car. But that, as they say, was then. This is now. These days, you can get your backside into the US equivalent of some local heroes for something like half – or even less – the money of the roughly equivalent Aussie chrome-bumper toughie. Yet you still get a booming V8, fantastically outrageous looks and all the kerbside cred you can handle. And hey, you're driving a Stateside original – a genuine example of the car culture that our home-grown muscle cars bow down to in the first place.

But how has this happened? Well, there are a few things going on. For one, the strength of the Aussie dollar a few years back saw thousands of desirable cars imported from the US. Just a small handful of years ago (as the A\$ peaked) the big problem was not sourcing good American tin, but actually finding an empty shipping container to strap it into for the voyage across the Pacific. As with any influx of product, the laws of supply and demand soon swing into action.

Another factor is the fact that prices of Aussie originals are still seriously on the up. That infamous price spike a few years back – when a good Phase 3 would set you back a million clams – has been and gone, but that same weight-for-age Phase 3 is still a half-million-buck proposition and rising. And that has pulled the values of every other local performance car with it. Not to mention the value of even the second and third-tier stuff. Trust us, even though the madness has faded, if that spike had never happened, we wouldn't be seeing the price-tags we now see attached to Aussie cars. It's precisely why something like a Holden Sandman ute with a 253 V8 is now worth real money while back in the day, it was laughed off as a decal pack. And a REAL slice of Aussie muscle-dom? If you have to ask, you can't afford it.

So why wouldn't the smart fella move his or her search to an American muscle car? Well, one reason is that the bargain stuff around now is not necessarily the headline-act stuff. That means that instead of the raciest trim package available at the time, you might be buying something with a split-bench in the front and a column-shift auto. And when it comes to, say, something like a Mopar, you'll be buying a 318 or maybe even a 360 small-block, and not the 426 Hemi or 440 Magnum variant. That said, in a lot of cases the comparison between the Aussie car and the US one will be like for like, because all our derivatives were small-blocks in the first place.

The real bargains are also still left-hand-drive, too, which can take a big chunk off the asking price. Precisely why this would be is anybody's guess, but it's true that left-hook scares off a lot of Aussie buyers. Frankly, we like it; you soon get used to it and it gives the car an even more exotic flavour for our money.

So, provided you can live with left-hand-drive and you don't mind driving something that wasn't the absolute alpha-male of its tribe, we reckon there's some serious money to be saved by switching your wish-list from Aussie to US muscle. And here are our top picks from the Big Three.

WITH THE PRICES OF AUSSIE MUSCLE CARS AT PEAK LEVELS DAVE MORLEY LOOKS AT THE VALUE THEIR AMERICAN SIBLINGS REPRESENT



MUSCLE CAR OPTIONS



BELOW xxxx xxxx
xxxxxx xxxxxxxx
xxxxxxxxxxxxxxxx



LEFT Matching the XB GT coupe for presence and street cred, a Torino, if you're lucky, might feature big-block power.



FORD: TORINO

THE BEST TORINOS are the ones that look remarkably like our own XA/XB Falcon hardtops (or should that be the other way around?). These are seriously cool coupes, none more so than the dark green example that starred in the Clint Eastwood flick, unashamedly titled 'Gran Torino'. Earlier cars borrowed heavily from the US-market Fairlane of the day and while they had coupe bodies, they're a bit tail-heavy and kind of miss the styling boat a little. That said, some people love 'em and we have to admit, they look like old-school Nascars.

By 1970, however, the Torino coupe was a fabulous looking thing and it's easy to see where the XA hardtop designers took their cues. Ford's 302 and 351 small-blocks are the most common engines out there but if you're lucky, you might stumble across a 429 big-block equipped car, although you'll pay a fair bit extra for the privilege of owning it. Stick with a 351 and use the change for petrol, would be our advice. Trannies were mostly three-speed autos, but you do see the occasional four-speed manual.

Like many of the cars we're talking about here, bench front seats are common and so are column-shifters. But don't be put off; you can always add a set of sports seats and a floor-shifter if that's your thing because you won't be altering a super-collectible variant. Or you could simply cruise around on the big split-bench perfecting your gutter-grip.

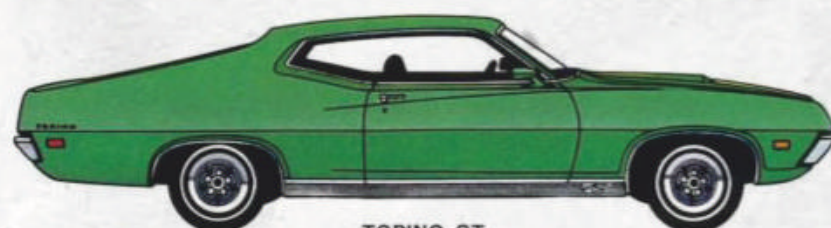
By 1973, ever-tougher US crash laws had crashed the party and the Torino was descending into middle-aged flab. The final insult was the 1974 Torino copping that big, goofy white stripe and becoming the transport for the camp-as-a-folding-chair cop 'drama' Starsky and Hutch.

But a 70, 71 or 72 Torino? Wow, what a great looking thing. Don't forget the Mercury Montego or Comet which were more or less badge-engineered Torinos and are a bit harder

to find here but can actually be even better value (they were never as cool looking from the front, though).

WHAT'S IT REPLACE?

This is an easy question and the answer is the big local Falcon hardtops from the early 1970s. The XA and XB were big, tough looking cars, but the Torino was pretty much their visual equal. Strangely, though, the Yankee is not the financial equal of the Aussies and while pretty much any half-decent XA or XB coupe is worth upwards of \$80,000 and a GT is closer to \$130,000 or even \$150,000, the humble Torino is much more wallet friendly at closer to \$45,000 in good nick. Shop around for something that might need a quick tidy up and you could be spending closer to \$30,000.



TORINO GT
2-DOOR SPORTSROOF
2-DOOR CONVERTIBLE



TORINO COBRA
2-DOOR SPORTSROOF

MUSCLE CAR OPTIONS



ABOVE No surprise that Trans Ams attract a premium.

BELOW AND BOTTOM Details differ but the GM family resemblance is strong.



BELOW The Firebird simply oozes GM-styling DNA.



GM: PONTIAC FIREBIRD

FIREBIRDS RUN THE full gamut of desirability. Early ones are enormously collectible and command big prices at home, while the much later models were bits of tatt and are still culturally linked to people whose houses feature wheels and a draw-bar. But the Firebirds from the 1970s are all about cool.

Remember a US TV cop drama called *The Rockford Files*? Yep, so do we, and the highlight was Jim Rockford screaming around LA in that light metallic brown Firebird. Okay, so the colour sucked (although it matched Jim's suits) and even though it wasn't even a Trans Am version, that Firebird had real charisma.

The second-generation cars are the best buying now and they ran from 1970 to 1981. Generally speaking, the earlier the better and the single headlight cars up to 1976 are the lookers. By the time the last of them rolled out the door in 81, the nose had become a real beak of a thing, complete with a rubber, impact bumper that just didn't look so right. And, frankly, we like the earlier Trans Am model with the styled steel wheels (very similar to the GTS rims on a HQ) and fairly subtle bodykit, while the later T/As with the full catastrophe plastic add-ons (not to mention the screamin' chicken decal on the bonnet) were a bit over the top. Let's face it, if Burt Reynolds with Sally Fields in the jump-seat couldn't make them cool (in *Smokey and the Bandit*) then nothing could.

Most Firebirds over here now are autos, which is fine, but be careful which engine you wind up with. In the days before badge engineering really caught on, Chevrolet, Oldsmobile and Pontiac all had their own V8s each with slightly different capacities. Parts for some of the more obscure powerplants might be hard to get these days, and our plum buy would be a Firebird that's had the popular 350 Chev small-block transplant. Which, in turn, opens up all sorts of LS1 crate-motor

and 4L60 four-speed auto alternatives when that time comes.

WHAT'S IT REPLACE?

The Firebird we're talking about is, we reckon, pretty much a direct alternative for a HQ GTS two-door. For a start, you're getting a similar driveline and a similarly sized package. And is it just us, or is the rear window styling job on the Pontiac the way the HQ coupe should always have looked? Reckon so.

Meanwhile, any genuine HQ GTS coupe is now about to touch \$100,000, with good ones well into six figures. And that's for a 308, not the 350 big-hitter. Compare that with a second-gen Firebird at closer to \$50K for a mint Trans Am and closer to \$40K for a very nice non-T/A. And good running cars that need a tizzy up are around for less than \$30,000. Which doesn't even buy a six-cylinder HQ coupe in cardboard boxes these days.



MUSCLE CAR OPTIONS



ABOVE An AP6 Valiant coupe? Close, but no cigar.

BELOW The Barracuda fastback's styling is almost sumptuous.



BELOW Everyman coupe by Mopar – Australian style.



LEFT Mopar has never been shy about standing out from the crowd.

PLYMOUTH BARRACUDA

LATER MODEL CUDAS from the early 1970s are worth big cash now, purely because they're among the horniest looking things ever to drip oil on a driveway. So the real value is in earlier cars, and we'd go for something from the second generation built between 1967 and 1969. Earlier than that and the Barracuda looked too much like an Aussie Valiant AP6 with a different tail on it, but the second-gen cars are much cooler.

There were convertibles and notchback body styles in the second generation, but we reckon the Fastback is the absolute pick of them. Engine options ran from the good old slant-six to 273-cube V8s in 67 models and a switch to the 318 for 1968. There were bigger engine options (including the 340) but you'll pay a lot more for those. One of the fifty Hurst-assembled 426 cubic-inch monsters? Name your price.

Like our local Valiants, these Barracudas were pretty simple but tough things with leaf-spring rear ends and torsion-bars at the front. So they're dead easy to work on and there can't be too many mysteries surrounding a 273 or 318-inch V8 these days. And the 727 or 904 Torqueflite autos? Bomb-proof. Totally.

But really, it's that fastback styling that gives the Barracuda its charm. Which, of course, also means that an earlier, gen-one, Barracuda fastback comes back into the reckoning, because it has the same sense of style. Actually, the massive rear window in the early fastback was so big, PPG had to be commissioned to make it specially and it was, at the time, the largest single piece of autoglass on a production car.

Oh yeah, one more thing. While most people think the Ford Mustang invented the pony-car thing in 1964, the original Barracuda actually beat the 'Stang to market by just two weeks.

WHAT'S IT REPLACE?

We're never going to try to convince you that a Barracuda – even a fastback – is a tougher look than our own, home-brewed Valiant Charger. But have you looked at Charger prices recently?

Man, you'd reckon the world was down to its last handful the way the asking price of them has shot up. (Actually, it kind of is I suppose.)

And we're not talking exclusively E38s or E49s or even R/Ts; even an XL or base-model taxi-pack with a 215 and a column-shifted manual is worth upwards of \$40,000 if it's in reasonable nick with not too much rust falling out of it (and they do rust, oh yes). Meanwhile anything with good paint and

a fresh interior is closer to \$60,000.

And that's before we even get to R/Ts. And don't kid yourself, you want an E38 or E49, you're gonna need a six-figure sum starting with a `2'. But a Barracuda? Closer to \$30,000 or \$35,000 gets you into a very nice car with a V8 and lots of cruising left in it. Even less if it's left-hook.

Don't ignore the mid-70s Road Runner, either. These were a bit bulkier looking but they're even better value.

Think of them more as a Chrysler by Chrysler alternative... again, at about half the price or even less.

AND ALSO...

There are, of course, plenty of alternatives apart from these Big-Three examples and who knows what genre of four-wheeled muscle might come into fashion in the coming years? Look at the market and figure out what it is you like about a certain car, because chances are there'll be an alternative you mightn't have thought of yet. And, hey, isn't lateral thinking and standing out from the pack partly what this game is all about in the first place?

And seriously, we're not trying to tell you not to buy that Aussie classic you've always lusted after. But, if the Stateside alternative appeals at all, give it a look, because the money you could save will insure, register and run the thing for years. You probably won't see the same capital gain as you will with a gilt-edged Aussie muscle car, but you will have just as much fun in a car that has street cred written all over it. 🏁

“THERE ARE, OF COURSE, PLENTY OF ALTERNATIVES APART FROM THESE ONES”

OUR PICKS

RIGHT, WE'VE ESTABLISHED THERE'S SOME GOOD BUYING OUT THERE IN AMERICANA, **SO WHAT WOULD OUR MOTLEY CREW** OF STAFFERS SPEND THEIR HARD-EARNED ON?



ANG LOUPETIS

1958 CHRYSLER 300D

One of my dream cars would be a letter series Chrysler, 1957 300C or a 1958 300D. They were referred to as the businessman's muscle car. It's the wild 'forward look' styling that draws my attention, combined with the Hemi power plant. What a car! The 300D's 392 Hemi was even offered with an 'Electrojector' fuel injection system that was a known tuning nightmare and most units replaced with twin four-barrel carbies under warranty. Still rated at 283kW, a 300D reached 252km/h at the Bonneville salt flats. I will have a Tahitian Coral one please.

PRICE RANGE: \$40-120,000

1962 OLDSMOBILE STARFIRE

Oldsmobile seems to be thin on the ground here in Australia and they sure don't seem to saturate the market in the USA either. GM created some fascinating cars though the '60s under the Olds brand and the Starfire is the make's best attempt at a luxury car. These cars are well-equipped with power everything, plush interiors and a huge 'Rocket' 394 V8. The Starfire was unique with its brushed aluminum side panels and is known as a muscle car due to its large displacement on a compact body by '60s standards.

PRICE RANGE: \$17-50,000

1963 FORD GALAXIE R-CODE

I'm a sucker for the 1963 Ford range and the mid-year 63½ Galaxie equipped with the optioned 'R' code 427 is the ultimate muscle car in my book. I know the sheer size of this car deters people, but the sloping roofline is a brilliant design and they are surprisingly easier to park than you think. I could easily spend hours in the garage gazing into that engine bay. The poverty dog dish hubcaps and a set of period cross-plys would remain, ensuring it will light up the tarmac at every speed. Finding one to suit your budget would be a bigger task with their collectability reflecting in the price.

PRICE RANGE: \$60-140,000



ROB BLACKB



FORD 'BABY BIRD'

While I'm a paid-up member of the fan club of the lovely 1963 Thunderbird belonging to *Unique Cars'* own creative wunderkind, Ang Loupetis, it's the first of Ford's T-Birds, the 1955-57 models, that get my pulse racing. During my student days in the sixties I was besotted with a beautiful black one featuring a porthole-window hardtop owned by the flamboyant man-about-town, used-car dealer Emmanuel Margolin. It was often parked near RMIT Uni where I spent quite a bit of time. The T-Bird's OHV V-block motor was pretty exciting at the time for young blokes like me whose budgets only ran to Ford's trusty flathead V8s. Although the 'Bird's bubble-speedo looked like the Customline version at first glance, a closer look showed its dial raised the stakes excitingly, running up to 150mph. Say no more.

Fulfilling this fantasy will cost me around \$50k.

PRICE RANGE: circa \$50,000

STUDEBAKER AVANTI

I've got a soft-spot for Studebakers. Although the South Bend, Indiana, business was only ever a bit-player compared to Detroit's heavy hitters, it was there from the start and often punched above its weight. It's easy to forget that in 1951 Studebaker pioneered OHV V8s in affordable American family cars. Although I like the Larks and Hawks, the exotic Avanti coupe from 1962 would be my choice. The avant-garde styling of its fibreglass body was refreshingly different from the usual Detroit look, or anything American for that matter. The Avanti's front disc brakes, a first for an American production car, add a bit of technical sophistication to the mix, almost a British or European touch. I'd like to snaffle a 289-cube V8 version fitted with the optional Paxton blower and hopefully about \$40k would make it mine.

PRICE RANGE: circa \$40,000

R-SERIES VALIANT HARDTOP

It's hard to convey just how exciting the R-Series Valiant's arrival here was to teenagers like me whose dads drove Holdens, Falcons, Zephyrs and Vauxhalls. The torque from the big 225-cube, 145hp Slant Six motor blew all the other six-cylinder family cars into the weeds. Totally. The standout sculptured panel styling – thank you Mopar – rendered the others fully beige. Hallelujah! Then little quirky bits were the cherries on top – things like the flash faux spare-wheel cover on the boot and the multi-bend manual gear-lever. Then, sadly, in a moment they were all sold and the blanded-down S-Series arrived. I include the R-Series on my American car list because the one that I lust after is the two-door US-market Plymouth Hardtop version. Two-doors are always sexier than four, right? They're rare here so I probably should budget for \$35-40k.

PRICE RANGE: \$35-40,000



PHIL WALKER



C2 CORVETTE

As they are still obtainable at a reasonable price if you go for entry level model. Around US\$35,000 should get you a nice car (327 base) up to US\$100,000 for a 427 BB.

PRICE RANGE: \$49-140,000

1965-66 CHEV NOVA

They are still a sleeper and undervalued. You can buy the base 327 for around US\$15,000 for a nice example up to US\$40,000 for the hamburger with the lot.

PRICE RANGE: \$21-55,000

MERCURY COUGAR 1968-69

These cars are actually better than the equivalent Mustang but didn't get the recognition they deserved. You can still get a base (302) for around US\$12,000 up to US\$45,000 for a big block (390) car.

PRICE RANGE: \$17-65,000



BUICK RIVIERA 1966-67

For a couple of shimmering years during the mid-1960s, General Motors' Buick Division built the most beautiful car ever to run down the exit ramp of a Detroit car factory. Big statement, but just look at this thing. Not a curve too curvaceous or a gram of inappropriately deployed chrome. It is said the stylists had to draw that roofline with an ink-dipped scalpel as their thinnest pencil was still too clumsy. On the down-side, Rivieras are monuments to US automotive inefficiency with a back seat so cramped it's almost uninhabitable by adults. Doesn't matter. The way it looks and the attention it generates overwhelm any misgivings and the money being paid is still okay, too.

VALUE RANGE: \$15,000-45,000

CHEVROLET CORVAIR CORSA TURBO 1965-67

Out of left field? Sure is. Totally off the planet? No way. The original 1960 Corvair was a clever idea brought undone by GM's penny pinching that blighted the Corvair name forever despite engineering improvements to subsequent models. The 1965-66 Corsa coupe delivered a shape so balanced you can hardly believe its origins. A turbocharger feeding the rear-mounted flat-six to liberate 134kW ensured it went okay as well. Best of all, by 1965 the engineers had beaten the bean counters and given it proper rear suspension so the Corsa didn't do the Dance of Death should you get a bit tank-slappy exiting a bend. Still pretty cheap too.

PRICE RANGE \$10,000-35,000

FORD THUNDERBIRD 1962-63 SPORTS ROADSTER

Can something 5.2-metres long with pedestrian prongs for mudguards, a boot big enough for band practice and jet exhausts for tail-lights really pretend to be a cute two-seat sports car? This one did. Once the rear seat was entombed beneath a moulded fibreglass tonneau the transformation to 'roadster' was complete. It couldn't hide the outrageous shape though and that's why this T Bird makes my list. Stand one on its tail and the 'Bullet Bird' looks set to fly you to the Moon and parts beyond. Finding a genuine Roadster today isn't easy or cheap but they are mega collectable. The optional rare M code 6V engine will demand a significant price hike over the standard Z code 4V car.

PRICE RANGE \$35,000-120,000



C3 CHEV CORVETTE

I've always liked the look of this particular model – what gives it extra cred is that the Apollo Astronauts rode around in them. I am fascinated by the entire man-in-space journey from Kennedy's speech to Armstrong's first steps on the lunar surface. Gimme one with the 427 big block and four-speed manual gearbox. I plonked myself into the driver's seat of a pristine example at GM Downunder and smiled and smiled.

PRICE RANGE: \$50-140,000

1969 MUSTANG BOSS 302

Allan Moffat's Coca-Cola Trans Am Mustang is based (very loosely) on this model and as the Canadian's red 'Stang is my favourite race car and he is one of my heroes, my choice stands to reason. The '69 model is the high watermark in styling terms, so it's no coincidence the current model adopted many of its styling cues. They're getting up in price but a 'renovators delight' can be had for \$60,000. Concours examples are going for triple that.

PRICE RANGE: \$60-150,000

1963 FORD GALAXIE R-CODE

Big enough to warrant their own postcode these big rigs were the king of Nascar land and starred in the British Touring car series. One was the hare in the first Sandown touring car enduro in 1964, until it crashed. It needs a 427 to give it plenty of speed and the sight and sound of one of those in anger on a track sliding through corners is mega. Reckon they'd also make a cool cruiser. Prepare to fork over at least \$60,000 clams. But you get one hell of a car.

PRICE RANGE: \$60-140,000



ALEX AFFAT



CHEVROLET C3 CORVETTE

I've been a vocal preacher that collectible US cars offer some cracking good value compared to our beloved local heroes. In my eyes, early Corvette Stingrays are some of the picks of the bunch. C2s are getting expensive but gosh they're beautiful.

On paper however, the C3 might sit in the sweet spot. There's a bunch of clean and original small-block 350s around for as little as \$28,000, and even some 427 big-blocks sitting at about \$55,000. That makes the \$80,000+ for a cut-up Falcon 351 GT replica sound nuts, right?

And yes, this is a repeat choice from my Muscle Car picks of issue #422, but it still stands!

PRICE RANGE: \$28-55,000



CHEVROLET CAMARO SS

If you're after a more traditional coupe, but would still like your healthy dose of cubic inches, look to the Corvette's stablemate, a late-60s Camaro.

Neat 350 small-block coupes sit around \$50,000, and factory big-blocks appear occasionally for not too much more.

From the 1970 redesign, they gained a little more weight and lost a little pep. So a 67-70 is what I'd go for, and if money is no object – a big 427 up front!

PRICE RANGE: circa \$50,000

1969 FORD MUSTANG

Clichéd? Maybe. But Ford's pony car is a globally recognised icon – with a panache that a million dollar HO instantly loses outside Australia.

The 1969 Mustang, for many, is the highpoint for classic Mustang aesthetics, and entry to ownership is afforded at various price-points.

In our own classifieds, there's an unrestored all original Mach 1 coupe for \$38,000, an extensively resto-modded 351 Windsor convertible and a fully restored turn-key Mach 1 coupe with a 390 big-block for \$70,000!

Of course I'd go with the last one there, and at that price you get a genuine collectible with global appeal for the price of a high end inauthentic Group A replica.

PRICE RANGE: \$38-70,000+



GLENN TORRENS



1966-68 FALCON TWO DOOR

Many hard-core Falcon fans are loathe to admit – or simply don't realise – that Ford Australia's first two generations of Falcons were clones of North American models.

But what we didn't receive here Down Under was the pretty two-door sedan that shares the style and chassis/suspension basics of 'our' XR-XT Falcons. I like the look of these and I'd happily cruise one, left or right-hand drive... In fact I'd really like to give one the pro-tourer treatment by installing RRS front suspension (with rack and pinion steering) a late-90s AU independent rear suspension unit and a supercharged Miami V8.

PRICE RANGE: \$10-35,000

1960S FORD GALAXIE

One of my car-crazy mates, Cameron, has one of these: an early 1960s Ford Galaxie. Big, long, low and wide, it's a cool cruiser although Cam does struggle to find parking spots for it when he daily-drives it instead of one of his 'normal' cars. His is powered by a big, beefy FE V8 but I'd probably be looking for a later-model injected engine if I was lucky enough to have one in my shed.

PRICE RANGE: \$30-50,000

1967 CAMARO

Only last week, I was given a real good look at an immaculate one-owner, full books, all-options '67 Chev Camaro owned by a married collector couple I know. Seeing this gorgeous car re-awakened my interest in these... most of the ones I've seen in the past decade seem to have been stripped-out burnout cars! With a 327-cube small-block Chev V8, air-con and power steering, I reckon with a set of decent dampers and tyres, one of these would be an ideal Sunday cruiser or regular driver.

PRICE RANGE: \$50-90,000



GUY ALLEN

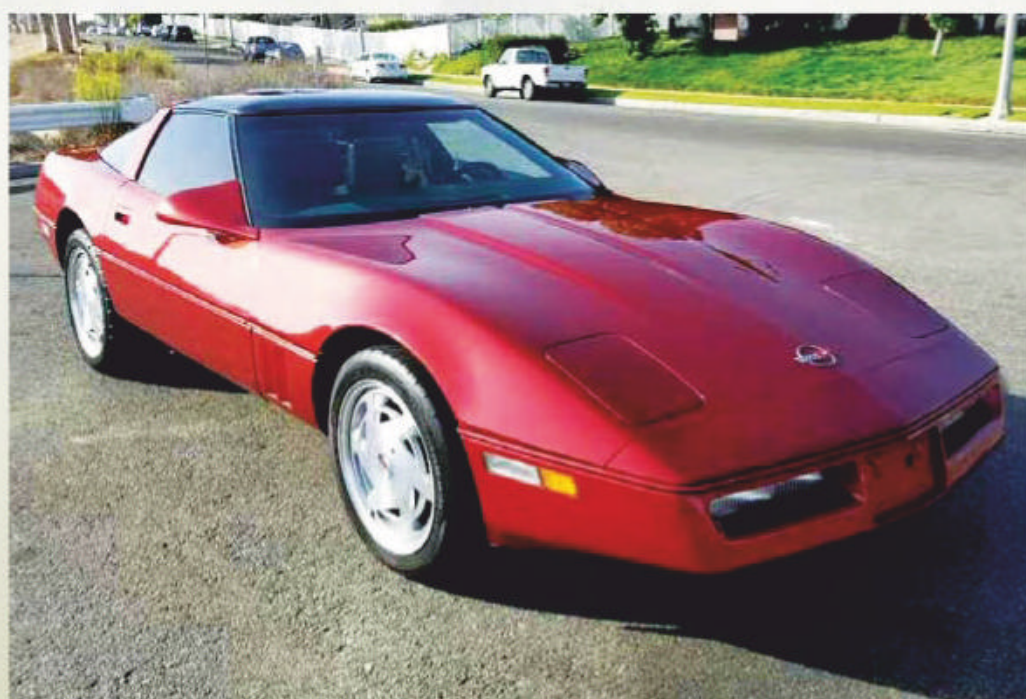


1967 FORD GALAXIE 428

Anyone familiar with pillarless two-door Fords of the sixties, with those stacked headlights, will know they generally rate as one of the world's most handsome car profiles. By any normal measure, this should be regarded as a premium piece of kit, particularly since it's running the giant 428 V8, presumably with the ultra-strong C6 trans. We spotted it at tradeuniquecars.com.au and reckon (if it checks out) it's solid value.

THIS CAR: \$49,000

Go straight to this car by
SCANNING THE QR CODE



1988 CORVETTE C4

I've been joking recently that C4 Corvettes are almost free, and here's your proof. This car is up for sale on tradeuniquecars.com.au and offers huge bang for your buck. Okay, so it's not a chrome bumper car. But it is a radical progression from the vaguely prehistoric C3, with far sharper handling. The old faithful 350 V8 is still in residence, with a four-speed auto. And the best part? It's club-reg eligible, which makes it cheap to own.

THIS CAR: \$17,750

Go straight to this car by
SCANNING THE QR CODE



1966 FORD MUSTANG

This is one of the true motoring icons of the 20th century, credited with starting off a whole new motoring category in the USA's seeming bottomless pit of a market. This example was owned by a family member until very recently, and I'm using it as an example of a real-world sale. Running the 289 V8 with auto, power steering and air-con, it was in superb shape and was one of the most solid examples you'd find anywhere. We reckon it was value.

SOLD: \$34,500



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Aussie Muscle



\$210,000

#5174

Now this is a rare car! August 1973 built XA GT Falcon with the legendary Regular Production Option (RPO) 083. One of only 250 RPO 83s produced (1 of only 130 sedans), all in that 8/73 month and all 4 speed Top Loader manuals.



\$115,000

#5182

XY GT Replica in Vermilion Fire. Bare metal nut and bolt restoration. Immaculate presentation. Everything correct, interior, dash, big tank etc.



\$72,000

#5165

For sale is this stunning bare metal restored Dick Johnson & Kevin Bartlett Greens-Tuf Falcon XE - Bathurst 1983 replica. A massive amount of detail work has gone into the creation of this special tribute car.



\$149,500

#5184

Doesn't get much better than this beautiful professionally restored 1972 HQ Monaro GTS Coupe. Factory stock rebuilt 253 V8, M21 4 speed manual, 308 diff with Tru Trak centre. Stunning combo in a genuine HQ GTS Coupe.



\$172,000

#5176

This is one of the best VN Group A's we have had the privilege to inspect! Outstanding untouched all matching numbers HSV VN Group A. Build No. 110 has covered a genuine 42,423 klms from new.



\$115,000

#5179

Super rare to find 1975 Satin Mist LH SL/R 5000 Torana. Current owner since 2010 has rebuilt the original engine to standard specifications and reconditioned the M21 gearbox and fitted a new clutch. The car has covered approximately 2,000 klms since the rebuild in 2011.



\$135,000

#5170

Survivor car special, and a true piece of Australian motoring history. Platinum Metallic all matching numbers HT GTS Monaro 186S 4 speed manual. Genuine survivor with only 42,500 genuine miles covered from new.



\$135,000

#5185

Bloody perfect! Not much more we can say. One off ONE OWNER Yellow Ochre and White Trim K Code 351 2V Cleveland Fairmont with T-Bar Auto. All matching numbers and only 91,569 miles since new, with Log books!



\$150,000

#5153

Super rare UNRESTORED GEM! Torana LC GTR XU1 in Lina Mint Green with Black trim. This is a seriously good car with a genuine 31,778 original miles, log books, service history and other GMH documentation as sold from Leeton Motors P/L, NSW.

US Muscle



\$85,000

#5177

Immaculate restored 1965 Mustang Coupe with rare K-Code 289 HiPo V8 and Top Loader 4 speed manual. Factory rated at 271hp @ 6000rpm these high revving Windsors were considered the hottest small block of the era, a very collectible Mustang!



\$145,000

#5171

This is a rare beast! Unrestored SURVIVOR 1969 Black Jade Shelby GT350, featuring the all matching numbers M code 351 4V Windsor engine with RAM AIR induction, Close Ratio 4 speed Top Loader gearbox and 9" Traction Lok diff.



\$68,000

#5135

One of the finest correctly restored 1965 Mustang 2+2 Fastbacks you will see for sale. Concours restored in the USA in the original Ivy Green paint with stunning contrasting light Ivy Gold interior. This Mustang was originally imported by the Newcastle Classic Car Museum "Lost in the 50s" private collection.

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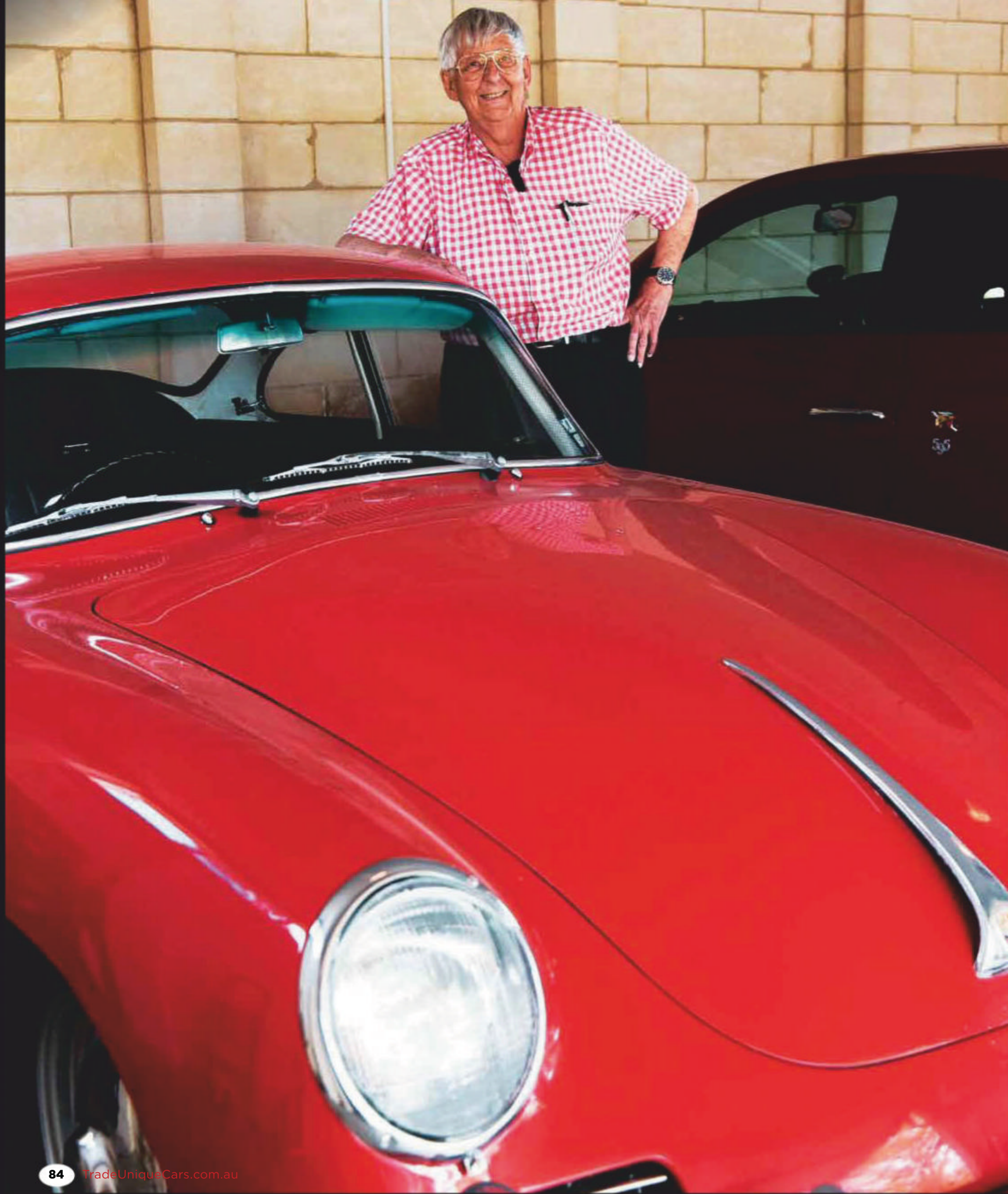
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UNC-FP-5123549-TS-424



LEFT Alan Hamilton is justifiably proud of his successful career in business and motorsport.

BELOW Agility trumps brute power as Hamilton heads Geoghegan.



WORDS ★ MARK HIGGINS PHOTOS ★ AUTOPICS ★ ALEX AFFATT

MEET MR PORSCHE

ALAN HAMILTON AND PORSCHE - AS THE OLD SONG SAYS OF LOVE AND MARRIAGE, YOU CAN'T HAVE ONE WITHOUT THE OTHER



Porsche was born in 1948 and just three years later an Australian pump manufacturer acquired the Australian franchise after a chance meeting in a café in Switzerland.

It was 1951 and Melbourne businessman Norman Hamilton was in Europe familiarising himself with the latest technologies. While he was travelling from Austria to Switzerland a low-slung sports car whipped past him. Some time later he spotted the car outside a café and he went inside to find the owner.

After introducing himself to Richard von Frankenberg, a German racer and Porsche test driver, Hamilton convinced von Frankenberg to let him follow him to the Porsche factory to meet his boss.

After formal introductions, a short tour of the factory and a handshake, Hamilton acquired the Porsche distributorship rights for Australia and New Zealand. He immediately ordered two cars; a red coupe and green cabriolet. At the time the coffers were so low at Porsche that Hamilton had to stump up funds to pay for the tooling to make the cars right-hand drive.

Australia became Porsche's first distributor country outside Europe and with it came both the Volkswagen and Borgward franchises.

Late in 1951 those two Porsches arrived here, registered WG324 and WG 325 and the launch activities included a drive

on the roads surrounding nearby Albert Park Lake.

Sales were tough in those early days with anti-German sentiment lingering WWII, a struggling economy and massive import restrictions.

Many struggled for enough money for essentials, let alone a sports car. Besides nobody had ever heard of Porsche. It looked like no other car; the engine was at the wrong end and cooled by air and its flat cylinder layout made a strange exhaust note.

To promote the brand Hamilton turned to motorsport and come early 1952 the Porsche 356 made its competition debut at a hillclimb event at Hurstbridge northeast of Melbourne. This was possibly the first example of 'Win On Sunday, Sell On Monday'.

In front of 50,000 spectators the Porsche competed in a production car race at Melbourne's Fishermens Bend circuit but retired early. Next up was the Port Wakefield Speed Trials in South Australia where the 356 coupe won its class. At least race fans knew a bit about Porsche and the first sale in the state occurred shortly after.

Being a shrewd businessman Hamilton jumped on the opportunity to promote the Porsche name in the REDeX around Australia Trial, an event that captured the nation. After 14 punctures and countless other issues the Porsche, still the company demo, was classified a finisher.

After studying mechanical engineering and securing a job

RIGHT Of memorabilia items, Hamilton has a few.

BELOW The entry of Hamilton's Porsche threw the cat among the touring car pigeons.



"THE PORSCHE 356 MADE ITS COMPETITION DEBUT AT A HILLCLIMB AT TEMPLESTOWE NORTHEAST OF MELBOURNE"



at William Adams, that included once driving a grader from Benalla to Clayton for service – in reverse, (because it was faster) Norman's son Alan joined the family Porsche business in late 1962, at age 23. By then Alan had driven many Porsches, the first time unassisted was when he was nine.

In 1965 Alan was sent to Porsche HQ in Stuttgart for nine months to meet the people he would be dealing with as an importer and while there worked across several departments to get a thorough understanding of the business. Shortly after arriving he struck up a close friendship with Wolfgang and Peter Porsche.

In no time Hamilton ordered himself a 912 Porsche and checked out all the dyno sheets to get the most powerful engine fitted to his.

Not long after he took delivery it was written off but Alan survived. Later in 1965 Norman Hamilton flew on the inaugural flight from Australia to Austria and Alan met his father at Vienna airport. Together they drove back to Stuttgart in the first ever right-hand drive Porsche 911 produced.

After several years tutelage from his father while honing his own business acumen Alan eventually took over the running of Porsche Australia and remained its CEO until the business

was bought out by Porsche in 1992.

We recently caught up with Alan at his Dromana (Vic) estate, a cattle and vineyard property that has his old McLaren M10B F5000, an Indycar and another open wheeler all fettled for historic racing in the former cellar-door sales area.

UNIQUE CARS (UC): When Porsche was a family owned business in the 1960s and 70s was it more dynamic and faster moving without the weight of a conglomerate?

ALAN HAMILTON (AH): No, if anything it was slower moving and it wasn't until Wendelin Wiedeking became CEO that production and every aspect of the business was modernised. If you look at the business today a 911 costs about \$240,000 dollars. Back in 1990 a new 911 cost \$180,000. So if you looked at the 1990s car in today's dollars it would be \$500,000 but Wiedeking's processes and manufacturing modernisation has allowed to cars to be produced at a lower cost.

UC: Was the Porsche brand immune from the booms and busts of the economy?

AH: Not at all. Booms and bust cycles existed because in reality a Porsche is a luxury toy. The 911 is a two-seater and not something you need to drive every day, so when the economy



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Vol. 1, No. 12.
Wednesday, December 3, 1969

GEOGHEGAN WINS 4TH TITLE

Beechey Noses Hamilton Out

LAUNCESTON, November 16—One car length and a solitary point were between Victoria's Alan Hamilton and the Australian Touring Car Championship here today when he lost a year of giant killing racing in his 911 Porsche to Pete Geoghegan and the white Mustang—the Sydney combination taking yet another title race in their long domination of touring car championships.

Some breeches, including the 40 lap race with an ailing gearbox and smoking clutch in the 3.3 hour Mustang after holding the lead following the withdrawal of Victorian Alan Moffat (Mustang) and tyre problems which put Melbourne's John Harvey out of contention.

Geoghegan won the title by one point, with a total of 25 points gained from ten wins, one second and a sixth in his best four placings in five races.

Hamilton's 24 points came from four second placings.

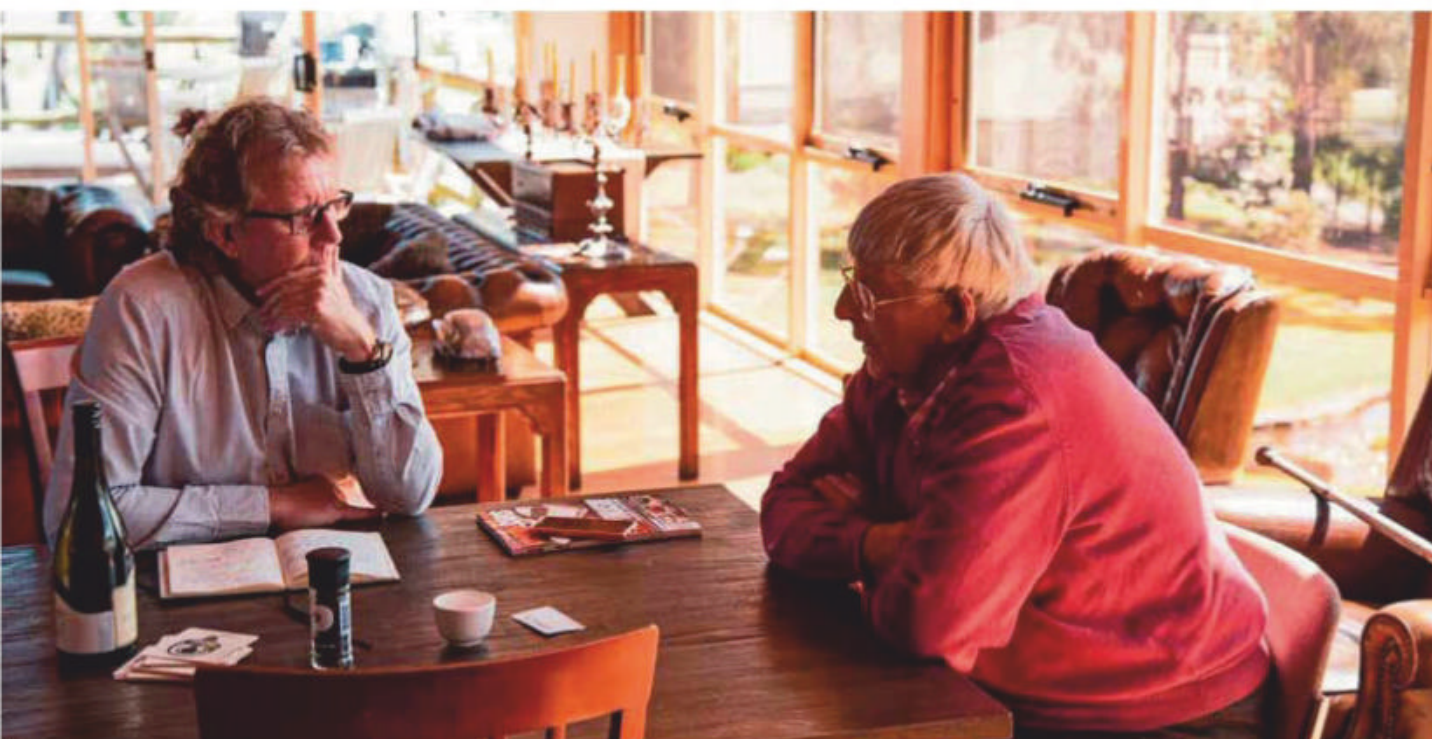
Geoghegan won the title despite being disqualified for push-starting, and put on a winning display of driving to catch the early leaders although being some laps down.

Vic Clark's story of the race appears on page 4.

This is the narrow margin by which Alan Hamilton missed out on the Australian Touring Car title in his first attempt. Another 100 yards would have seen him in front of the blue Mustang. This was the closest finish since 1965.

ABOVE While Hamilton topped the points in the 1969 Touring Car Championship, Ian Geoghegan pipped him for the prize by one point on adjusted scores.

BELOW Higgo sits in rapt attention as Alan Hamilton spills the beans.



LEFT Hamilton punting the 911 with his usual enthusiasm back in the day.

RIGHT Hungry trumpets hint at the 2.0-litre engine's potency.



"IF THE ECONOMY IS GOING GANGBUSTERS PEOPLE ARE QUICK TO BUY A PORSCHE TO SHOW HOW SUCCESSFUL THEY ARE"



or businesses tightened up the first thing to go were luxury toys. The reverse is true of course, if the economy and stock market is going gangbusters people are quick to buy a Porsche or other luxury brands to show how successful they are. Porsche is still at the top of the tree of aspirational and successful brands. We used say to people 'If you want to buy the best sports car in the world you buy a Porsche if you want to buy the best sedan, buy a Mercedes.' Today it is different. If you want the best sports car in the world it is still a Porsche but for sedans I think you can add BMW and Audi into the mix with Mercedes.

UC: Or a Panamera?

AH: No. I am not keen on the Panamera and I think when Professor Porsche was asked many years ago why don't you build a four-door sedan, he said that shoemakers should stick to their last. In other words, do what you do well and leave the sedans to other people. And I'm not so sure the Panamera is a great car. It's a bit like the 928S. It wasn't a sports car and it certainly wasn't a touring car. The 928S was a grand touring car if you wanted to take a drive from Melbourne to Sydney give me a 928 any day and today possibly you might say give me a Panamera. But I might do it more comfortably in my Audi. Because I still have to fall into the Panamera and struggle to get out of it because it is set low like a sports car.

UC: In the mid-1970s Porsche considered dropping the 911 for

the 928. What was your reaction?

AH: That was when the business was under Dr Ernst Fuhrmann the Porsche Chairman and overall director. He was responsible for introducing the 924 in 1976 and 928 in 1978 as he saw them replacing the 911, which he considered outdated. Fortunately there were wiser heads at the factory that quietly developed the 911 so when Peter Schutz took over the company they had a new model – the 911 Cabriolet and new engine line-up – ready to go. Schutz was against scrapping the 911 all along. So the 911 continued as a successful entity whereas the 928 was dying and the 924 eventually became the 968, which was a terrific car but tainted by the lack of performance of the 924 and the 944

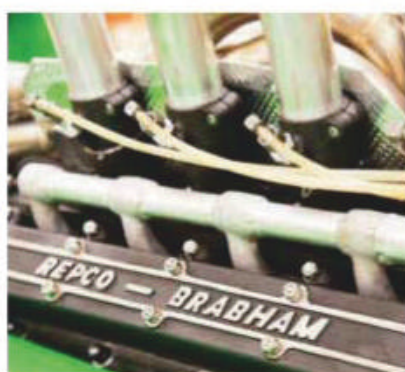
UC: When you were running Porsche Australia the landscape was very different to today. There were fewer competitors but you had a draconian and limiting import quota system inflicted upon you by the federal government. How did you sell cars and make a quid back then?

AH: It was very difficult. We built our market up to around 300 cars per year and when the Whitlam government introduced the import quota system and we were restricted to 78 cars a year because of our previous importing history. That figure was unsustainable, so we took on a Volvo franchise. The import quota system saw a lot of people receiving quotas that they didn't need. If a person bought a car as a tourist delivery and



RIGHT Hamilton reunited with his old flame.

BELOW The cars and the man have their stories to tell.



LEFT Hamilton and Porsche were super competitive at Hume Weir.

LEFT The Hamilton collection points to the diversity of his motor racing interests and experience.



"IF YOU WERE DOING A RUN TO SYDNEY THEN YOU'D TAKE A 928 AS IT WOULD BE EFFORTLESS TO DRIVE COMPARED TO A 911"

collected it in Europe, each year they would be given another quota to bring in another one because they had history. So I started buying these quotas. It wasn't too bad for Porsche as I could add the \$1000 that I paid for them onto the price, but others like John Conomos who was running Daihatsu couldn't do that as his vehicle only cost around \$2000 and to add another grand for a quota wasn't feasible. By purchasing unwanted quotas we built our market up again to where we could survive and once we did hand the Volvo franchise back we concentrated solely on Porsche.

When Gough Whitlam was on one of his overseas trips the acting Prime Minister Jim Cairns received a visit by General Motors representatives who put 22,000 pink slips (termination notices) on his desk and said they would go out the next month if they didn't receive protection.

Before Whitlam reduced import tariffs by 25% across the board GM and Ford held about 80% of the total market. When the limit was reduced it destabilised the market and Japanese imports were being loaded with a lots of accessories including air conditioning and exterior mirrors and proper heating systems, which you got for nothing. Back in the day I think even the heater might have been an option on a Holden. So suddenly imported cars were coming in as hamburgers with the lot and selling considerably cheaper than the local

manufacturers cars, and overnight Holden and Ford's share dropped to about 55% with imports growing to 45%.

When the Fraser government got in the quota system remained for maybe another 18 months with some changes including direct allocation and the stopping of automatic quotas given to a person who bought in one car once in 1971. It started to even things out and the total market was steadily increasing.

UC: From 1951 to 1992 what was your best sales year?

AH: Our best year was 1986/87 and we sold about 657 cars. That can't be compared to today's sales figures that are up around 3000 units due to SUV's and other models, but 911 sales remain around 650 units.

UC: What are your fondest memories of Porsche?

AH: My fondest memories are the people, both those who worked for me and the customers we met, it opened so many doors. Lord Casey was one of our customers and we used to have interesting conversations. It was a case of our family welcoming their family. Today I'm not sure if it's still like that. We also made very good friends with many of our staff members and some still keep in touch with me today, even though I've been out of business for 26 years.

Our clientele was very much A-listers, VIPs, captains of industry and celebrities. When Peter Schutz was on American TV he

was asked what it was like to be any automobile business, his reply was, and he was talking specifically about Porsche, "We're not in the car business we sell people dreams." And that is so true because nobody really needs Porsche. You can have one by all means but it was everything that Porsche brought to motoring that made it special. Now other cars bring a great deal of enjoyment but back from 1951 to the mid 1990s Porsche was almost a stand-alone.

UC: Do you have any favourite models? If so what are they and why?

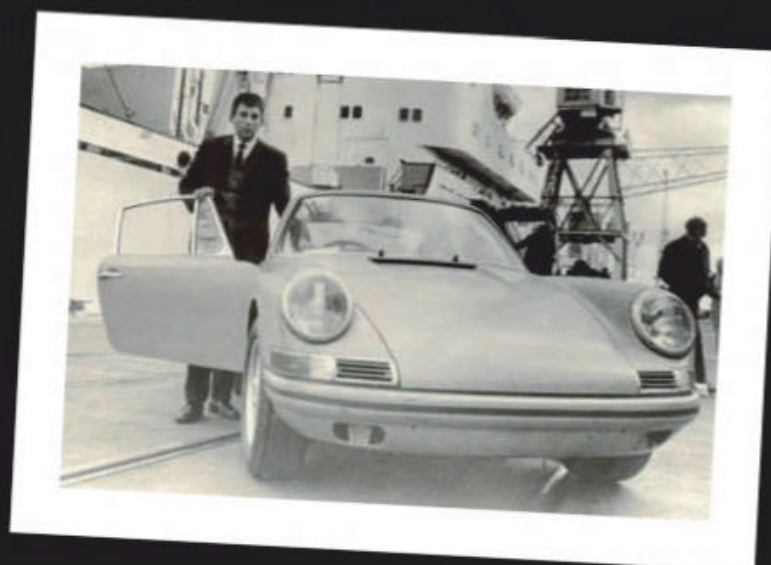
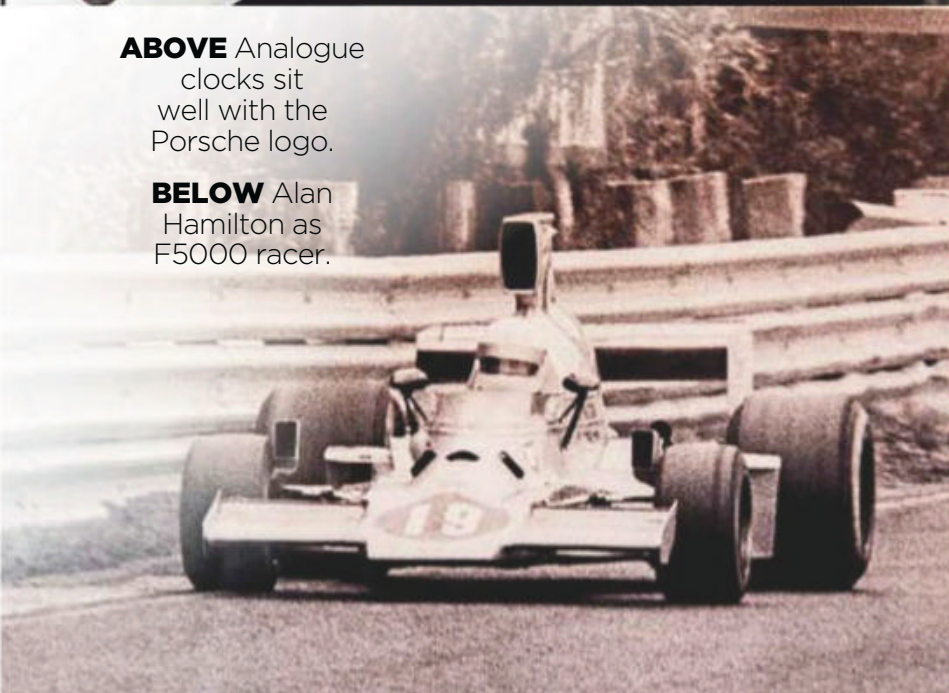
AH: I do have a couple of favourites but they relate more to the racecars as Porsche was setting new standards at the time. One that comes to mind is the 908-3 Sports car. I remember Jackie Ickx had just set a new lap record at the Nurburgring in his 3-litre Formula One Ferrari. That time got beaten by a Porsche 908-3 which also had a 3-litre engine but with less power, as its purpose was endurance racing. In terms of road cars I was often asked which is your favourite model and I would always say, "To do what?"

If I was to go over the Black Spur (Victoria) on an early



ABOVE Analogue clocks sit well with the Porsche logo.

BELOW Alan Hamilton as F5000 racer.



HOT LAPSTER

JUGGLING HIS time between running the family business and competing at the highest level of motorsport is what Alan Hamilton did for many decades.

Such was his talent a career as a works Porsche driver beckoned in the late 60s, but Hamilton derived as much satisfaction from behind his desk at Porsche as he did from behind a steering wheel so he elected to combine the two.

He rose to the top in touring cars against the likes of Bob Jane, Norm Beechey, Allan Moffat, Ian Geoghegan and Bryan Thomson, all driving brutish V8 Mustangs and Camaros and finished the 1969 Touring Car championship in his Porsche 911 with the most points, but the rules stated each driver must drop a round. He lost by one point to Ian Geoghegan.

By then he'd already proven himself in sports cars taking several national circuit and hill climb titles. After touring cars Hamilton moved to massively powerful Formula 5000 open wheel cars that netted him a runner up spot in the Gold star series, a third in the Australian Grand Prix before a life-threatening crash at Sandown Park in 1978. Hamilton co-piloted with Colin Bond to finish second at Bathurst in the famous Ford 1-2 of 1977.

As a team owner, Hamilton was in a league of his own.

His team and drivers, including Allan Moffat, Colin Bond, Alan Jones and Alfie Costanzo secured several Australian GT and Gold Star crowns. Costanzo stunned everybody when he lapped the old Sandown Park circuit in under a minute, the only driver to ever do so. Behind the wheel of Hamilton's ex James Hunt McLaren M26, converted to F5000 specifications Costanzo stopped the clock at 59.6s on the lumpy, confined, high speed circuit. There was also a tilt at the Le Mans 24-hour race in the early 1980s.

Hamilton's first racecar and his slowest was a VW Beetle and his first outing was at the Templestowe Hillclimb in outer Melbourne.

One of his favourite racecars was the orange Porsche 911 from the 1968 and 1969 touring car seasons.

Another favourite, though he never raced it, was the 917/30 CanAm car. It weighed 730kg and had 895kW and 1193Nm. It would accelerate from 0-160km/h in 3.2 seconds and 0-320km/h in 8.2 seconds. Only four were made and Hamilton bought his for a princely \$136,000 when visiting Porsche HQ. Today a 917/30 is worth several million dollars. According to Hamilton it was a spectacular car to drive.

Hamilton also opened his Noble Park workshop to the Porsche and Lancia sports car teams when they competed in a World Sportscar race at the extended Sandown circuit in 1984. Being across the road from the track, one morning the team decided to drive to the track, in the Porsche 956 racecars. It must have been something to see them jostling with Camira's, Kingswoods, Escorts and Commodores on a Melbourne spring morning.

ALAN HAMILTON

RIGHT Hamilton's 911 racer looks fast even standing still.

BELOW The traffic ahead obscures Hamilton's view of Norm Beechey's unorthodox corner entry.



"SO IF YOU WANT A CARRERA RS LIGHTWEIGHT FROM 1973 YOU HAVE TO PAY \$1.5 MILLION"



morning run it was a 911 every time but if it was a do a run to Sydney then you'd take a 928 as it would be effortless to drive compared to the 911. But I was just fortunate to be able drive all of them.

UC: Does Porsche still have that exclusivity and air of something special about it?

AH: I believe the 911 does and I believe there are elements in the Boxster and the Cayman that do, but I don't think that Panamera does. To me that Panamera is neither your arse nor your elbow. It is not a genuine sports car and not a genuine touring car. It is a compromise.

If someone wants a Porsche badge and has a family and doesn't want to buy an SUV the Panamera might be the only solution. With the SUVs you give Porsche owners a reason to stay with the brand. In the past if a 911 owner needed a family car for they'd go to another brand like Mercedes that also offered sporty alternatives making it harder to get them back to the Porsche fold.

UC: What is your take on the value of old Porsches, particularly air-cooled ones that have gone through the roof?

AH: I don't understand it at all and it makes me very sad because if I look back at some of the cars I owned, I think shit, I sold a car for 12 grand and now it's worth \$1.5 million (laughs). I guess it's like a Rembrandt. They have stopped making them and even when they were, it wasn't that many and there are even fewer around today. So if you want a Carrera RS lightweight from 1973 you have to pay \$1.5 million. It's not just 911s, because

even the 928S4 could be bought for 35 grand a few years ago and now they command closer to \$100,000. They were a genuine 175-mile an hour car straight off the showroom floor.

UC: When your father acquired the Porsche franchise he also got Volkswagen and Borgward. When did he relinquish the VW franchise and why?

AH: He was given a choice by the government. Lord Nuffield came to Australia to set up the BMC factory in Sydney and he told the government inquiry the VW wasn't suitable for Australia due to its air cooled engine and our harsh climate. My father pointed out that Rommel didn't do too badly in the African desert with his air-cooled vehicles while the American and British vehicles were breaking down all around him.

In those days we were under heavy import restrictions we only got the import license to bring in two and a half cars a year, because it was based on a monetary amount not a number of vehicles. In the first few years because dad only got an import license for a certain amount of money to import Porsche cars he was asked to make a decision whether he wanted Volkswagen or Porsche. Luckily he went for Porsche.

UC: Who was Porsche Australia's first customer?

AH: His name was Mr Lewis of Kelly and Lewis Pumps who were actually competitors to my father's pump manufacturing business. He bought an ice green coupe. The two original cars bought by Dad were a beetroot red coupe and an ice green cabriolet. And these two cars along with that first car we sold to Mr Lewis still exist in Melbourne today. 🚫



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ASTON MARTIN DB9 2008, This DB9 comes fitted with the later TT2 gearbox option, sound upgrade, optioned wheels and is fitted with an Aston Martin sports exhaust. With only 11,000 miles travelled. VN 10226. S393. TA913913. **\$113,950 Drive Away**



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BENTLEY TURBO R 1995, Australian delivered Turbo R with service history. S406. TA943003. POA Expected shortly



JAGUAR MK VII M 1953, One owner for over 40 years and with all books and a quantity of receipt files. This M series MKVII is in excellent structural condition, however it does need and interior refurbishment and some restoration. The original engine has been rebuilt. CH 724549BW. S404. TA937592. **\$11,950 egc**



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ASTON MARTIN AMV8 Oscar India 1979, This AMV8 Oscar India Automatic has a full history and is in excellent original condition CH: 12081. S365. TA859868. **\$198,950 egc**



FIAT 1500 C MKIII 1966, Finished in the original paintwork of Celeste blue with tan interior this rare factory delivered RHD version has covered only 84,000 miles. Apart from a few marks in the original paintwork this later 1500 is a pleasure to look at and performs as it should. CH 25825. S405. TA937593. **\$10,950 egc**



JAGUAR XJS 1982, This Australian delivered XJS has full history with recent mechanical refurbishment. CH:108333. S392. TA907493. **\$21,950 Drive Away**

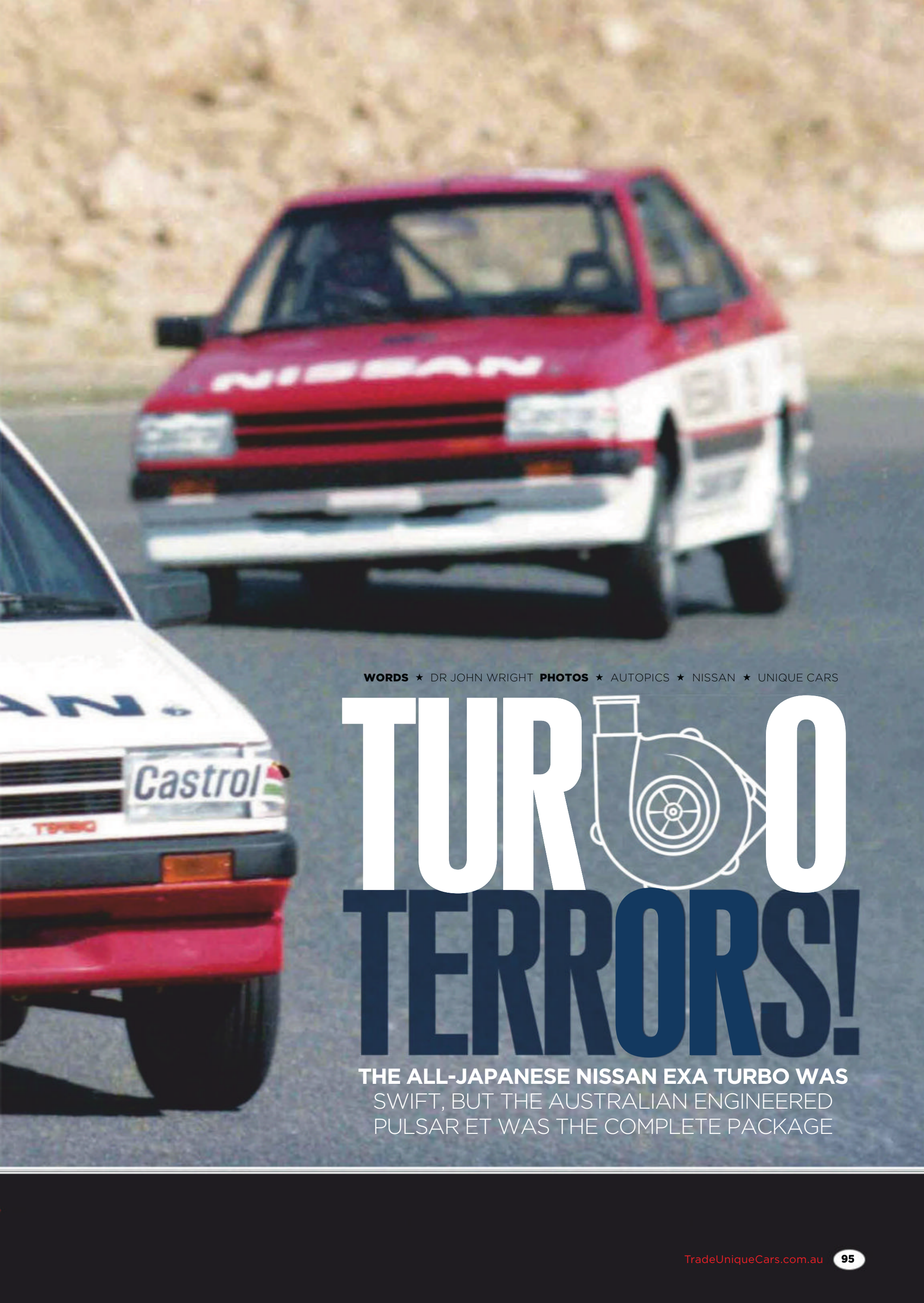
EXPECTED

1923 Vauxhall 3098
1973 Maserati Indy
1969 Aston Martin DB6
1968 Aston Martin DBS
1964 Ford Mustang Coupe



FORD THUNDERBIRD 1964, This Thunderbird features the stylish Sports Roadster tonneau and is expected shortly. S402. TA932203. **POA Expected shortly**





WORDS ★ DR JOHN WRIGHT PHOTOS ★ AUTOPICS ★ NISSAN ★ UNIQUE CARS

TURBO TERRORS!

THE ALL-JAPANESE NISSAN EXA TURBO WAS
SWIFT, BUT THE AUSTRALIAN ENGINEERED
PULSAR ET WAS THE COMPLETE PACKAGE



ABOVE The basic EXA Turbo's instruments were shared with Pulsar.

OPPOSITE Relatively roomy interior featured plenty of TURBO graphics.

Anyone looking back on the era when Australia had a car manufacturing industry might do well to study the Nissan Pulsar ET of 1984-87. Masterminded by Nissan Australia's product planning manager, the late Howard Marsden, this car took an essentially Japanese formula and improved it dramatically.

The process that culminated in the five-door hatchback Pulsar ET was exactly what has made the Australian automotive industry unique in the world. Marsden essentially re-imagined a Japanese four-cylinder turbo terror to optimise it for Australian conditions. (In a different way, Mitsubishi Motors Australia Limited was already working on the invention of the Magna, based on but very different from the Japanese Galant.)

The Pulsar ET was anything but a car developed by a cumbersome committee. It was bespoke. In 1984 it was certainly the best small performance car available in its price class.

The Nissan EXA, fully imported from Japan, had gone on sale in 1983. This was a

somewhat spunky looking two-door coupe based on the Pulsar but equipped with a turbocharged 1.5-litre (E15ET) engine. It was amazingly quick for this era when the Australian market was just recovering from the sad days since the introduction of the ADR27A anti-emissions legislation which came into effect on 1 July 1976. At the end of the 1970s, any car that could cut the standing 400 metres in less than 18 seconds was fast indeed!



ABOVE Domestic Japanese models scored a digi-dash.





JOHN WRIGHT

RAISING THE PULSE(AR) RATE

I BOUGHT MY very own Pulsar ET when the car was being run-out in 1987. As I recall the price had been dropped by close to \$3000 and was back to something like what was being asked three years earlier, which made it a bargain because inflation was big in those days.

Mine was actually the third variant. The original ET ran on leaded fuel. Then came the unleaded car. The third version had colour-keyed alloy wheels and the colour choice was white, silver or blue.

I quite liked it – rather than loved it – and would have hung onto the little blue rocket except that I was focused on racing and the Suzuki Swift GTI had just hit the market. I figured it would be a better bet for that year's Winton 300 race for production cars.

Soon after buying it, I learnt that Nissan Australia offered a bodykit complete with striping. Naturally I ordered one. I also got a new exhaust, which liberated a little extra power, a much nicer sound but caused the ET to consume quite a lot more unleaded.

In dry weather it was great but I discovered the Pulsar's propensity to swap ends one greasy morning after hooking into a down hill left-hander a few kays quicker than I should have. I'll admit it now, my girlfriend of the time had departed my house a few minutes before me and I entertained thoughts of catching her on the road. Instead, I caught myself facing the way I was originally pointed, on the correct side of the road and feeling very embarrassed despite the lack of any witnesses.

The Pulsar ET was indescribably superior to the first EXA but it came at a difficult time in the history of performance cars. In its first few months it stood alone but the Cordia Turbo soon raised the bar. Judged purely as a car, I reckon the Nissan was better than the Suzuki but racing is different.

BELOW EXA's coupe body and engine power were great. Handling and braking – not so much.



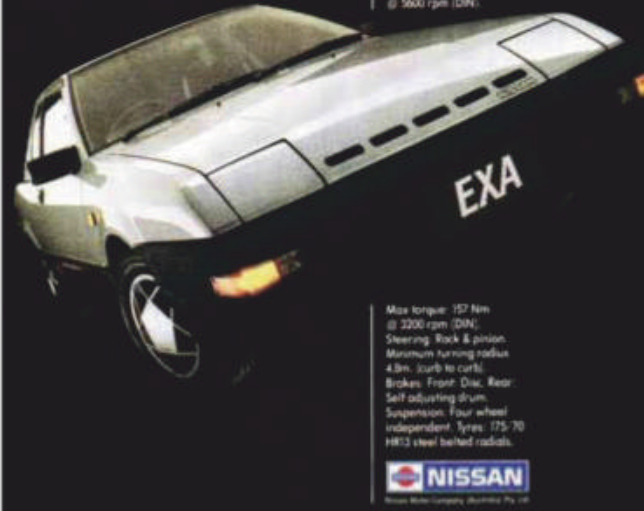
RIGHT As the turbo cools down the romance action heats up.

BELOW Apparently it will "stop on a sixpence". Will its brakes accept decimal coins?



Certainly, the EXA constituted a turbocharged cat in among the pretty chickens. Turbos were not unknown here in 1983 because we'd had Saabs since the late 1970s and the 1982 Mitsubishi Starion had raised the performance bar for sports coupes in the \$25K range. But the EXA cost just \$11,950, \$1200 more than the (non-turbo) Cordia (the Turbo variant being some months from launch). Mind you, for that price you got plastic wheelcaps, not alloy wheels.

It was fast, managing 10-flat for the zero to 100km/h sprint. But its manual steering lacked feel and lift-off oversteer was all too readily on offer at higher cornering speeds. The EXA was flawed in its basic engineering. The suspension was underdone. The brakes were marginal for the high performance.



SHOUT...

as the turbocharged powerplant sends a thrill down your spine... as you corner on rails and stop on a sixpence... when the others wallow in your slipstream... shout.

New Pulsar EXA Turbo. When you see its low price, you'll know why it's going to go mighty quick.

From all Nissan dealers, now.

Pulsar EXA Turbo.
 Engine: 4 cylinder OHC EGI Turbo-Charger with Electronic Concentrated Engine Control System.
 Displacement: 1488cc.
 Max power: 77kW @ 5600 rpm (DIN).

Max torque: 157 Nm @ 3200 rpm (DIN).
 Steering: Rack & pinion.
 Minimum turning radius: 4.8m. (curb to curb).
 Brakes: Front Disc, Rear Self adjusting drum.
 Suspension: Four wheel independent. Tyres: 175/70 HR13 steel belted radials.

NISSAN

Nissan Motor Company (Australia) Pty Ltd

Enter Howard Marsden, whose idea was to use the EXA's mechanicals in an Australian-manufactured Pulsar hatchback but with significant upgrades. His Pulsar ET hit that market around Easter 1984 at \$12,500 and was enormously superior to the EXA.

The EXA's 1487cc engine was fine, making 77kW at 5600rpm. In fact this was the same basic unit that powered common or garden Pulsars but with tougher connecting rods, which were also three millimetres shorter to reduce the compression ratio from 9.0:1 to 7.4, much more suitable for a turbocharged application. There were heavier-duty big-end bearings and tougher new pistons with chrome top rings. An oil cooler and additional cooling fan were fitted. Revised valve seats and other minor changes completed the transformation.

PULSAR ET



ABOVE The shopping car looks concealed a package that did the business.

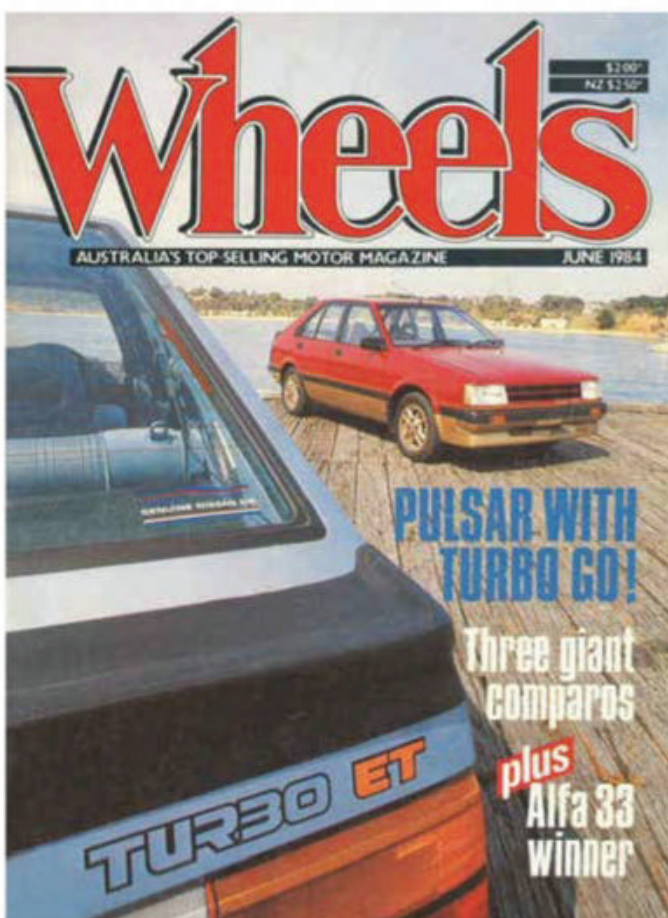
BELOW The 1984 *Wheels* test rated it as a match for the best Euro sporting sedans.

TURBO

COME ALIVE, COME AND DRIVE



NISSAN





In the past few years, nothing has captured the imagination of motorists more than turbo charging. And no company has more turbo experience than Nissan.

Now comes the new Nissan Pulsar Turbo ET. It's probably the most exciting car ever manufactured in Australia.

This car's got life

And lots of it. It will outperform sportscars costing thousands more (0-100km/h in around 10 seconds).

Yet, it's not a sportscar. It's

not even a two-door. It's a very stylish, very sophisticated 5-door, 5-seat Hatchback offering turbo performance, efficiency and fuel economy at an affordable price.

The key to its performance lies in the perfect integration of a new electronic fuel injection system, a 100,000 rpm turbo charger and a thoroughly proven 1.5 litre engine. A space

age computer chip monitors engine functions, constantly adjusting tune to new load and driving conditions in a micro-second. Put your foot down and the results are nothing short of breathtaking. Cruise, and you get the kind of economy for which Nissan Pulsar is renowned - 6.0L/100km highway cycle and 8.0L/100km city cycle.

It's got handling to match

Every inch of this road machine has been carefully designed around this remarkable turbo system.

The drive is front wheel for surer handling through tight curves.

The steering is rack and pinion for precise and responsive handling.

The suspension is fully independent all around for a smooth, steady ride.

The brakes are big 240 discs on all four wheels for straight-line stopping power.

And the tyres are low profile '65' Series steel belted radials on stylish spoked alloy wheels for full superior handling.

In fact, everything about the ET is performance oriented.

It's got comfort, too

Yet, for all its out-of-the-world turbo performance, the Pulsar Turbo ET remains a comfortable, practical Hatchback.

It fully exploits the space saving advantages of front wheel drive to provide room for five. Its high-backed Australian



"HOWARD MARSDEN HAD REPCO-PBR DEVELOP A NEW FOUR-WHEEL-DISC BRAKING SYSTEM SPECIFICALLY FOR FOR THE PULSAR ET"



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designed front bucket seats are unique, with moveable body-hugging wings on both sides of the seat for greater comfort and safety. Its split fold rear seat allows you to take almost any load, any shape, any time.

And it offers you everything you expect, and more, in the way of standard features, including cloth upholstery, tach, AM/FM digital radio/cassette, digital clock, even a turbo boost meter. Your dealer can even add air conditioning if you wish.

Come alive

Get yourself into a Nissan Pulsar Turbo ET soon. And discover an entirely new philosophy for small car driving.



LEFT The EXA arrived from Japan as a completely designed package.

BELOW RIGHT Mitsubishi's Cordia and Pulsar EXA go head to head.



BELOW Driven in anger, two ETs show poise and balance, a tribute to their refined suspension set-up.



Marsden thought that a high performance car like the one he planned also needed disc brakes on the rear as well as the front. Repco-PBR developed a new braking system specifically for the Pulsar ET. It's important to remember that small cars with four-wheel discs were a rare breed in 1984.

The stylish new alloy wheels were no heavier than the lesser Pulsars' steel items. They were shod with a new type of Bridgestone 175/65 HR14 tyre. As for the suspension, Marsden had insisted on major revisions. The front coils were changed from progressive rate to linear, principally to reduce understeer.

A thinner anti-roll bar was chosen. Spring and damper rates were modified to reduce lift-off oversteer. Twin-tube gas dampers were fitted at the rear.

An under-nose air dam and rear spoiler were also added. Through fast corners and at high cruising speeds, the ET was much more stable, although you still had to be careful (see sidebar).

Even the interior came in for major review. Nissan Australia had a great reputation for its seats and the ET followed the tradition. They were the same ones as fitted to the Bluebird TRX. The cloth was a wool blend from a supplier used by men's outfitter Fletcher Jones.



RIGHT EXA options included power steering, alloy wheels and sunroof.

BELOW Cloth trim, adjustable steering column and radio/cassette were standard fitment.

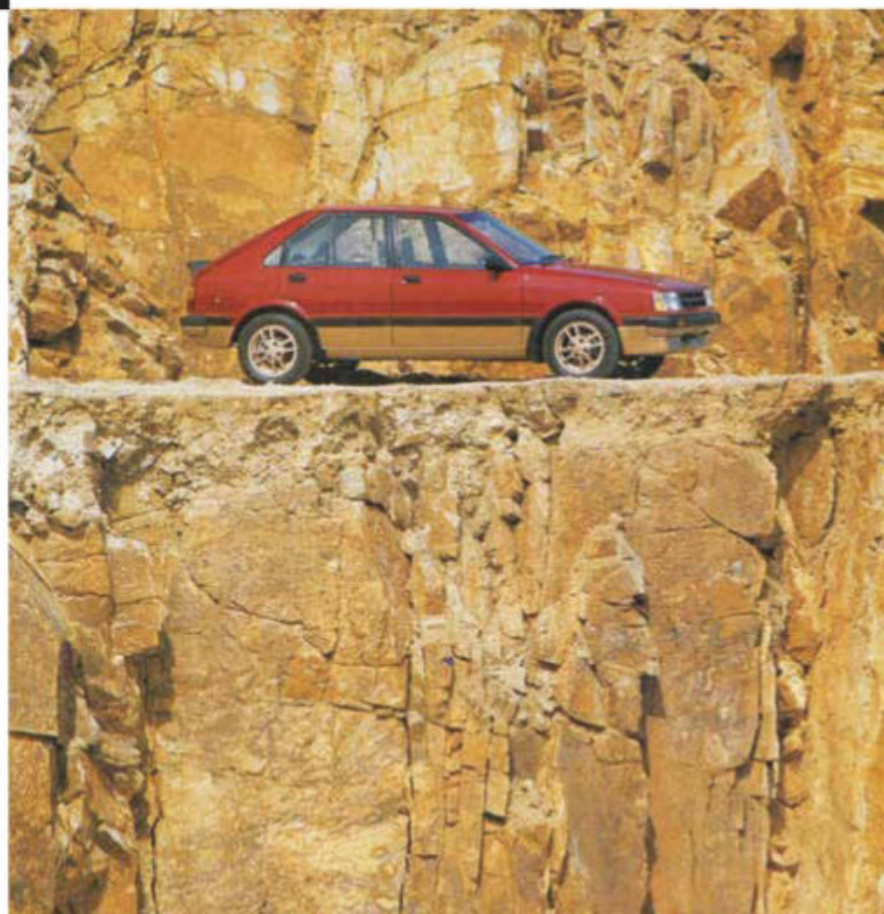


A computer slipped beneath the front passenger seat limited top speed to 182km/h, whether at 5500rpm in fourth or 4500 in fifth. Apart from the law, about the only thing that would stop you cruising all day at 160 was wind noise, mainly from the front doors.

The switch to unleaded fuel for 1986 meant some loss of performance and the standing 400m time went from 16.7 to 17 seconds flat. The loss would have been greater

had it not been for a reduction in gearing.

In the 1984-87 time frame, the Pulsar ET was an exceptional car. It was somewhat overshadowed by the Cordia Turbo launched a few months later. But it was really cars like the Peugeot 205 GTI of 1989 and the Corolla SX of 1990 that dated it. Full credit to the far-sighted Howard Marsden for his ingenuity in producing a unique to Australia hot hatch that was superior to anything Nissan was doing in Japan. 🚫





1966 Jaguar E-Type Series 1 4.2 Litre 2+2
Unreg. \$125,000



1975 Alfa Romeo 2000 GTV
Unreg. \$69,950



1972 Aston Martin DBS
Unreg. \$165,000



1971 Maserati Indy
Unreg. \$139,500



1934 Bentley 3 1/2 Litre Park Ward DHC
Unreg. \$249,950



1975 Morgan Plus 8
Reg. \$72,500



1935 Bentley 3 1/2 Litre Sports Saloon by Thrupp & Maberly
Unreg. \$169,950



1979 Sparks Turbo Phaeton
Unreg. \$249,500



1936 Riley Kestrel 12/4 1 1/2 Litre Sports Saloon
Unreg. \$69,950



1988 Lotus Esprit Commemorative (40th Anniversary)
Unreg. \$53,950



1952 Frazer Nash Le Mans Replica 'Replica'
Unreg. \$179,950



1965 Alfa Romeo Giulia Sprint GT
Unreg. \$149,950



1977 Porsche 930 Turbo 3.0 Litre
Unreg. \$289,950



1929 Morgan Super Sports Aero 3 Wheeler
Unreg. \$79,950



1969 Alfa Romeo Spider 1750 Veloce
Unreg. \$69,950



1925 Rolls Royce Phantom I
Unreg. \$149,950



1949 Alfa Romeo 6C 2500 Sport Freccia d'Oro
Unreg. \$299,950

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REMEMBER ALL THE PROGRESS WE WERE GOING TO MAKE ON OUR SHED PROJECTS DURING SUMMER – WELL THERE'S STILL A BIT OF TIME TO GO BEFORE EASTER

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SILLY CAR STORY

I'm feeling kind of smug just at the minute. From the moment I mentioned that I wouldn't mind building myself an RA40 Celica, I've kind of been branded a maniac. Oh sure, a handful of people have 'got' it, but I reckon even those folks have maybe privately had their doubts about being able to turn an ugly duckling like the RA40 into something you'd actually want to be seen in.

The problem, I suppose, is that the RA40 has just always got a bad press. At the time of its launch, it was accused of being big, fat and heavy. Well, it's definitely wider and longer than the RA23/RA28s that went before it, but according to most spec sheets I can find, it's not really any heavier at all. Which simply means it has a bigger footprint for the same weighbridge ticket and that's got to be a useful improvement.

The other major criticism is that the RA40 was always pig ugly. Well, I can't speak for everybody, but take a look at the pics on this page and then tell me an RA40 coupe can't look at least slightly tough. Okay, I'll admit the Liftback isn't for everybody, but if you squint at this here orange jigger, I reckon you can still see some of the original Celica coupe (the 1971 TA22) in its profile. And beyond that, by the time you've taken a few millimetres out of the ride height and screwed on some decent wheels, well, I don't reckon it's any ugly duckling any longer. In fact, I reckon it looks beaut. (But I would say that, wouldn't I?)

So exactly what have I done? Well, the wheels and tyres (Editor Guido reckons the tyre lettering is too subtle) I found on a buy-swap-sell website. The previous owner had them bolted to a Mitsu Galant but since a lot of Japanese tin from that era uses the same four-stud pattern and bolt spacing, there's a lot of interchangeability. And they sure as hell look better than the rattle-canned horrors that were on it when I bought the car.

The other thing that needed to change pronto was the ride height. At first, I thought the car must have once lived up a rough farm track or something. That was the only explanation I could come up with for the jacked-up ride. But that theory got blown to hell the first time I got the car on a hoist and discovered that there's absolutely no

damage or signs of rough-road use on the underbits. So I still don't know what the hell was going on. Was it, at some time in the distant past, a 'thing' to raise a car beyond its standard ride height? I can't remember it... if it ever was.

Anyway, I did the smart thing and went to my go-to suppliers for all things boingy and shocky. A set of 30mm lower King Springs and Monroe gas dampers were soon filling my mailbox and they all bolted in with zero hassle. The only surprise was when I pulled the front struts apart to fit the Monroe damper insert. Instead of an old insert falling out, the whole thing came apart as a collection of bits and oil. Mainly oil.

Seems the original Toyota strut used the strut body as the outer tube of the damper with the other bits neatly contained, rather than a sealed insert. And the former is exactly what fell out and oozed all over my workbench. Which means, of course, that the front struts were the 40-year-old originals. No wonder she felt a bit wandery on the way home. And the rears were no better.

With it all back on the deck, you can see that it's much prettier with just about the right amount of rake and the bigger wheels (15 X 7) filling the guards but not overstepping the mark. And it drives so much tighter. Tighter, even, than I remember even my old RA23 (about a hundred years ago) feeling, and that was a relatively new car back in the day.

I'm still feeling my way around style-wise here, but the urge to turn the RA40 into some kind of an Outlaw-style thing is still strong. I'm not sure how I go about that, but I reckon a set of genuine Cibie Oscars that were gifted to me recently will be a natch for the front of the old girl.

The biggest job remaining, however, is the interior. It's a goddam mess, to be honest. I've ordered some new door cards that I'll trim and there's a set of period-correct SAAS front seats waiting to go in, too, although the standard Celica seat rail is a quirky bugger of a thing. More head scratching must occur in this department. I'm thinking orange tartan for the interior, maybe some harnesses and I'm chasing the same SAAS, four-spoke steering wheel (I think it was called a Euro X4) that Peter Williamson used in his Bathurst RA40s. So if anybody out there has one they're finished with, let's talk.



LEFT The stance is right now and the wheels do the trick. But there's more to come. Much more...

That's Sergeant Idiot, to you

Morley, you are an idiot, I saw your comments to Kev in issue no 413.

Reversing the blade does nothing! it will still blow in the same direction. To reverse the fan you change the polarity. That's it. Nothing else is needed.

Stealing from the townsfolk was a hangable offence in the Napoleonic Wars. The Duke of Wellington came by a soldier with a noisy piglet in his satchel and asked the foot soldier what was he doing. The lowly foot soldier replied, "Sir I was just looking after it for its mother."

The Duke made him up to a sergeant for defending the indefensible.

Well done Sergeant Morley

Andrew Smith
BSc (Physics) BE
MIE(Aust),
Email.



Morley says...

HMMM. LET'S go back a few issues. A bloke called Kev and I were having a discussion on whether you needed to reverse the polarity of a thermatic fan to turn it from a puller to a pusher of air. Kev pulled me up on this, because he reckoned it was also necessary to not just flip the fan blades over, but to reverse the wiring polarity (and make the fan motor run backwards) as well.

Now, Andrew, you're telling me that I'm an idiot for agreeing with him and that simply reversing the direction of the motor will do the trick. Well, it wouldn't be the first time (no disrespect to Kev). So I went back and I checked again. Now, you'd reckon the nice people at Davies Craig would know a thing or two about setting up a thermatic fan, right?

Exactly, so I consulted the official fitting instructions. Now get this:

"Changing AirFlow Direction

Remove the clip or undo the hex nut, depending on model, from the centre of the fan blade.

Remove the fan blade from the motor shaft, turn it over and replace. In every case the instruction, printed on the blade 'This side must face front of vehicle' and 'this side must face rear of vehicle' must be followed.

Resecure the fan blade.

Before mounting the fan to the face of the radiator/condenser, note the direction of the arrow on the fan blade. The fan must rotate in the indicated direction."

Shall I go on? Andrew, I reckon you're right inasmuch as reversing the polarity will reverse the thrust of the fan, but in Kev's original missive, he reckons that the fan is designed to be more



FILL 'ER UP MATE

You can always spot a 1972 model-year Porsche 911 by the external oil-filler cap in the rear quarter panel. And that's because this cap was a one-year deal. Why just the one year? Because too many owners mistook the oil filler for a fuel cap and pumped 50 litres of petrol into their air-cooled engine. Interestingly, Singer, the mob that makes bazillion-dollar carbon-fibre 911 tributes has revived the external cap.

"IT SEEMS LIKE THE RA40 IS THE TREVOR OF CHAPPELLS OR THE BROWN WIGGLE"

OPPOSITE PAGE

Going for broke in the Red Centre and drama free thanks to cool fuel.

BELOW Celica looking pretty good indeed on the 1981 Bathurst 1000 program.

efficient in one direction than the other. Looking at the desk fan in my office a few minutes ago, it's pretty obvious that the backs of the blades are not mirror-images of the fronts. There's a distinct concave profile on the working faces of the blades that isn't there on the backs. So then I went and checked a spare thermo fan I have at the MBC. Guess what? Its blades are concave/convex rather than just flat, so it looks like it'd be more efficient in one direction, too.

So I think Kev's on to something there. And if that's the case, then I can see why you'd reverse the blades and the polarity. That way you'd get max airflow as well as pushing the air in the right direction. If nothing else, can somebody tell me why Davies Craig, the company that makes the things, is wrong on this? Anybody else want to weigh in?

Meantime, thanks for promoting me to the level of my incompetence.

Morley DFK
(Distinguished Fly Killer)

It's catching on

G'day Dave. After opening Morley's Workshop last issue and seeing your latest MBC purchase, I realised I suffer from the same problem in that, for some strange reason, I kind of like the old RA40 Celica. And that you don't see them anymore. So I promptly put down the mag and jumped online.

Look what popped up; an 81 model coupe in amazingly good condition inside and out. It's now been added to my Bloke's World and doesn't look out of place with my existing stock of historic Holdens.

Some frequently visiting associate members of Bloke's World have stated that if I see them when I'm out driving the Celica, not to

bother waving as they will pretend they don't know me. Ha, but I don't care.

John Read,
Cowra NSW



Morley says...

I DUNNO JOHN, it seems like the RA40 is the Trevor of Chappells, the Andy of Gibb brothers, the brown Wiggle. But I don't know why. I reckon they're a great looking jigger (especially in coupe form) and they're dead easy to work on, cheap to run and can be modified till the cows come home. And where else are you going to find a chrome-bumper car with a proper Bathurst-winning history?

Speaking of which, I did a bit of digging around recently in some old books. And here's what I found out





about the RA40's Bathurst career:

1979

Peter Williamson/
Mike Quinn

**Qualified 33rd
with a time of 2:58.2**
1st Class C/9th outright
146 LAPS

Wally Scott/Peter Walton

**Qualified 50th
with a time of 3:14.7**
5th Class C/15th outright
133 LAPS

1980

Graham Bailey/Doug Clark

**Qualified 30th
with a time of 2:37.6**
1st Class C/12th outright
148 LAPS

1981

Peter Williamson/
John Smith

**Qualified 36th
with a time of 2:34.9**
1st Class C/12th outright
111 LAPS

I've left out the DNFs, but first in class three years

running aint a bad record at a torture test like the Bathurst 1000. So enjoy your car, John, and when you see your 'mates' forget about 'em. Let them walk home. And maybe I'll see you on the road sometime.

Fuel's paradise revisited

Having a daily driver Val Charger with a pumped 360 with six-pack carbs and living in Kununurra, Derby and now Alice Springs, fuel vapourisation was a constant issue. Mopar guru Rick Ehrenberg put me on to the idea of a return fuel line to the petrol tank.

I rigged up a tee-piece from the last carb with the return part soldered solid then drilled about a .050" hole in it to keep the whole circuit at around five to eight psi (checked with gauge). I went a bit flash with a stainless-steel braided Teflon hose back to near the filler cap so I

can see it's working. This set-up gives constant cold fuel feeding all three fuel bowls and worked a treat even with the stock 5/16" fuel line.

Jim Guckert,
Alice Springs, NT



Morley says...

HMM, SOUNDS like we're all on to something here with the fuel return concept to keep a constant flow of cool fuel to the carbs. I mean, if the idea can stop a six-pack-fed V8 from vapourising in central Australia on a daily basis, it's got to have something going for it.

Got a photo of the Charger, Jim? Sounds like it'd be gangs of fun out in the wide open spaces. Mind you, I'm glad it's you and not me filling the tank at outback prices.

Gawd-ini

Here are some pictures of my Renault 8 rally car that I've owned for years. It hasn't been driven for ages, as one of the things I had to promise my wife-to-be was that I'd stop driving the Renault (it scared everybody who went near it). Anyway, I've now been married for about 40 years, so it's been a while between drinks for the Renault.

Anyway, I'd like to get rid of it, but I reckon the bloke I bought it off should get first right of refusal. So I'm trying to track him down. Here's what I know/remember: I purchased the car in – I think - 1978. I don't remember the name of the person I brought it from, but he was a salesman at Applebone Motors, on Military road, Mosman in Sydney. The car was his personal car. I later brought the twin 45mm Weber carbs from him, that are on the car now. There was also some connection with E

and A Motors in Crows Nest, which was a Renault dealer, but I'm not sure of the details there.

Like I said, it would be interesting to track down the previous owner, as I would like to give him first offer if he would like it back. I know I will never do anything with it, so it should go to a good home.

Peter Hickey,
Molong, NSW



GOOD STORY, Pete. These little Renaults were dead-set weapons in their day, so I can understand the future Mrs Hickey requiring a truce between you and the Ren before she'd commit. And man, twin 45s on a little Renault engine...I bet it gets going once the revs are up.

As for tracking down the previous owner, let's see if we can't find him (or a next of kin). Somehow, I reckon that with photos of the dude (presumably they're of the fella in question) and an obvious competition history for the car, the identity shouldn't be too hard to track down.

So let's throw it open to UC readers: Anybody out there recognise the car, the blokes in the photos or anything else that might give us a clue? The one bloke I reckon who would know would be Aussie motorsport fixture and all-round legend, Bob Watson. I know Bob reads UC (see his letter in Mailbag) so if you're reading this Bob, who are we looking for and where do we find him?

As for the car itself, it looks a bit weathered, but it's obviously been stored under cover. Old rally cars were never treated with much love and were often

considered a consumable, so it's kind of a miracle that this one has survived at all. And with the recent interest in classic rallying, even if we don't find the original owner, there must be somebody out there with the hots for one of these.

Concrete warranty

Recently received issue No 421 of *Unique Cars*, always very entertaining and informative.

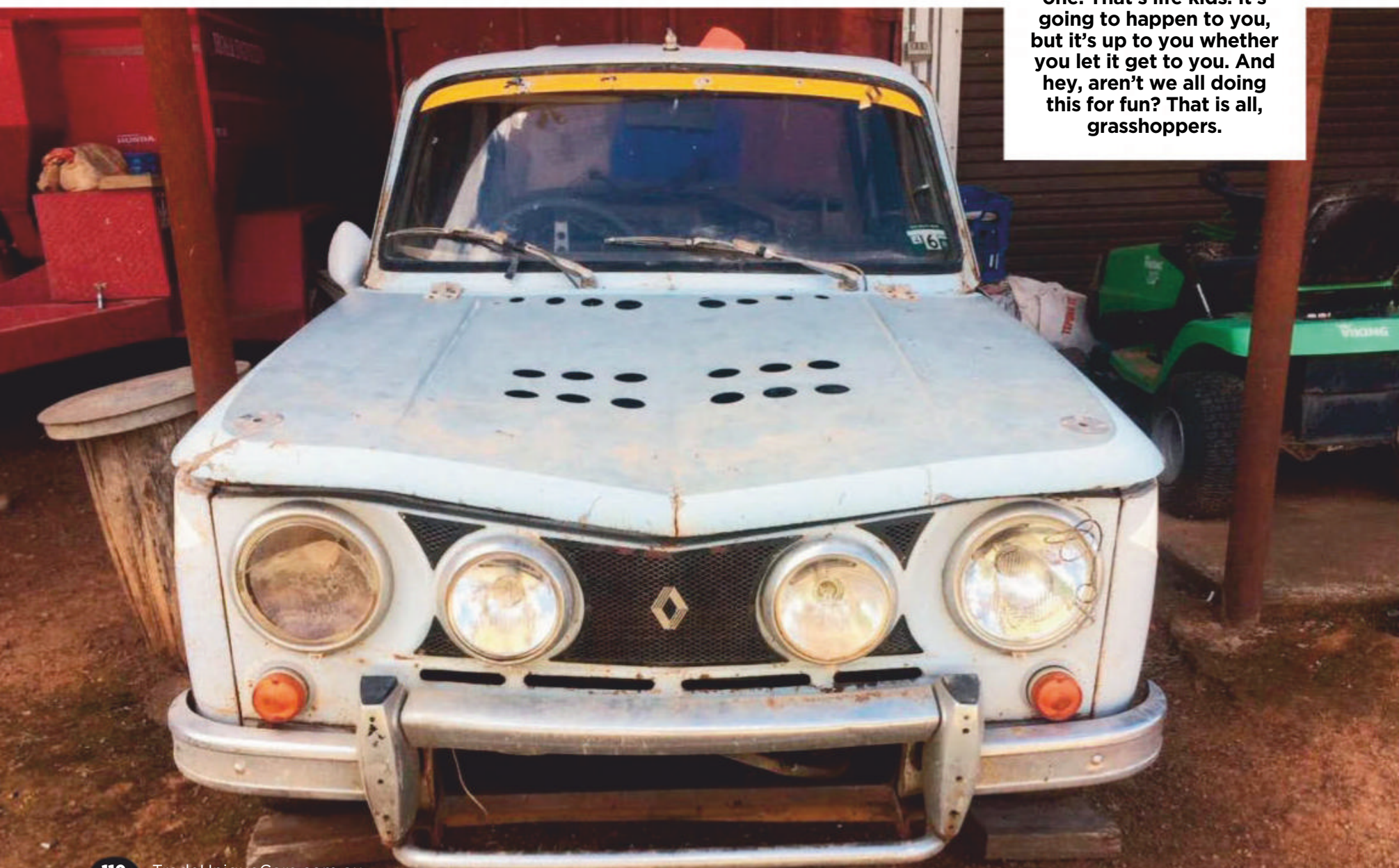
I read with much interest the segment with respect to placing batteries on concrete, the fact that doing so will effectively destroy the battery, and any attempt to recharge or recondition the battery will prove unsuccessful.

During my career which exceeds 25 years as a practicing automotive electrician and air-conditioning technician, I have observed this condition many times. The battery WILL go dead flat,



KEY TO LEARNING

I'm going to get all philosophical this time and talk about being a bit Zen about things. Specifically when it goes wrong and you feel like hurling whatever you're holding through whatever's in the way. Thing is, most jobs are never going to go smoothly. You're nearly always going to have to do the odd thing twice (or three times) when you've forgotten a step in the process. That's called learning. My most recent learning experience was the other day when I had the tow pig on the hoist (for a damper change) and needed to get the back wheels off. Except the theft-proof key to the wheel nuts was in the glove box. Which was now about seven feet in the air. Bzzzt. Put the hammer down, drop the hoist, retrieve the key, put the car back in the air and start from step one. That's life kids. It's going to happen to you, but it's up to you whether you let it get to you. And hey, aren't we all doing this for fun? That is all, grasshoppers.





in a matter of hours, and if you were able to observe them, the plates deform and buckle and turn a weird brown colour. The battery will NOT charge. Any factory warranty will be void.

After questioning senior battery industry executives and engineers, no firm answers were forthcoming with respect to this phenomenon. However, these individuals being smarter than you and I combined, the following, but not limited to, was advanced as theories:

The chemical composition of the concrete as opposed to the chemical composition of the internal contents of the battery. EG, opposing PH levels.

The mass of the concrete has the ability to absorb the charge through the battery case into the concrete, which results in the battery being discharged so completely it will not recharge.

The temperature difference of concrete has the effect as described in No 2.

In my opinion, I believe all of the above contribute to the phenomenon. In cases where a customer would choose to install their own batteries, upon delivery to their premises, I would insist that batteries be placed on timber, or rubber mats until installation. My preference is to utilize two pieces of timber, about 50 x75 mm lengths, one under each end of the battery.

Should a customer not wish to comply, they were advised, in no uncertain terms, to obtain their supply of batteries elsewhere.

It should be noted that installing batteries into a battery box which has a bare metal floor will have a similar effect on the batteries as placing them on concrete, however the effect will be over a much longer timeframe. Should the

original factory insulating material be missing from battery box floors, I would always advise the customer of the two available options:

Option 1. Batteries must be installed on a rubber mat.

Option 2. Obtain batteries elsewhere.

Wise customers would always select option 1 and measure, mark out, cut to size and install a section of 6mm rubber to the battery box floor. The rubber mat effectively insulates the batteries from the bare metal battery box floor as well as providing some protection from vibration and, in some designs, limited protection from heat. Heat and vibration will effectively kill batteries just as quickly as any other cause, as will overcharging, overcycling or discharging too deeply.

Mac Carter,
Townsville Truck
Electrics, QLD.

OPPOSITE PAGE

With a weekend's work the Gordini will be up for a midnight blast through a forest near you.

ABOVE C'mon fellas, you know who you are. Drop us a line.

**"THE
RUBBER
MAT
INSULATES
THE
BATTERY
FROM THE
BATTERY
BOX FLOOR"**

“THE TWO-LITRE FOUR BANGER WAS A LOT LIGHTER THAN A FALCON SIX”

OPPOSITE PAGE

Against the odds, the Starfire four has its fans. Well one...

BELOW Okay, stick your battery in the freezer, but never leave it on concrete.



Morley says...

HMM, THIS one is becoming a real can of worms. I hear what you're saying, Mac, and I've no reason to doubt your decades of experience and expertise here. But it just doesn't add up to a simpleton like me. Of course, being wrong is hardly a new sensation for me, but it still ties my brain in knots to think that concrete would be a good enough conductor to suck the charge out of a battery through its plastic case.

And on that basis, why would a metal battery tray, which is surely a better conductor than concrete, take longer to leach the life out of a battery? Again, I'm not saying you're wrong, but it surely doesn't make sense to me. I'm also puzzled by the fact that the battery experts you've

spoken to over the years can't put their collective finger on the cause, either. Surely, there can't be much that these engineers and specialists can't explain when it comes to battery behaviour. Then again, as a wise bloke once said: We don't know what we don't know. Which, I guess, is at the root of all scientific exploration.

I tell you what though, even though I have no idea what's going on here, you can bet your bottom dollar the spare battery at the Melbourne Bloke Centre is stored on the bottom shelf of a wooden storage unit, and not on the cold, bare concrete floor.

Somebody out there must know what's going on here. Some come on, put us out of our misery.

Starfire fan

I really enjoy your column and the recent mention of the Starfire engine reminded me of my

experience with them. The first was that I got a great job in late 1981 At Suttons Holden Arncliffe as a gofer who got to drive the whole fleet. The VH Commodore had just come out so I got to compare it with the VC. I was lucky that I got to drive just about every configuration of Holden then including taking the MD's Caprice to Strathfield for new tyres and mags. Well you can imagine my glee at thrashing the thing all the way there as there would be no signs of tyre wear to worry about.

Anyway they often got me to take a blue car to one of their other showrooms to get a red one, or something, so it was a fun job. As such, I had to go to their Chullora branch to pick up a blue VH Starfire wagon. Now, I never used to get speeding fines but guess which one I got fined in? Yep, the Starfire!

The second story involved a UC Sunbird SL/E hatch Trimatic that I bought from Dodge Brothers on



We "Deep Freeze" Ford Batteries to save you money!





Parramatta Road. It was that awful metallic poo brown colour and being about 15 years old had no shine left on it. But it was a delight to drive and was otherwise in great condition. The only problem I had was breaking the adjuster for the alternator, which was common as they weren't a smooth engine. The parts shop said it had a thicker part to cure the problem.

I towed a box trailer that was very full of my worldly possessions from Sydney to Brisbane and was surprised at how easily the car did it. I remember particularly how great it would corner, which was probably to do with the lighter weight over the front end.

My point is that a Starfire in good condition can actually be a fun engine; quite torquey. I swapped it in Brisbane for a Gemini wagon as I didn't realise how easy it was to register a car up here. Wish I still had it.

Andrew Willis,
Brisbane.



Morley says...

ANDREW, YOU are truly an individual. And a man of at least three distinct 'firsts' that I can think of. For one, you actually rate the old Starfire Four engine. Secondly, you wish you'd never sold your Starfire Torana. And third - and most impressive - you actually got booked for speeding at the wheel of a Starfire (under)powered Holden. That's a never-to-be-seen-again trifecta, right there.

I take your point about the four-cylinder engine being lighter (by about a third, logically) than the six-cylinder on which it was based, and I remember thinking exactly the same thing the first time I drove an Ecoboost FG Falcon. The two-litre four-banger was a lot lighter than the Falc six and it really showed in the steering response and general feeling of

responsiveness in the front end. And let's not forget, the UC Torana was blessed with Holden's then-new Radial Tuned Suspension which was a huge step forward in local-car handling technology.

But the fact that the old Starfire was so rough running that it destroyed its alternator bracket (probably due to harmonics and the resultant metal fatigue) also reminds me just what a joke the whole Backfire Four thing seemed at the time.

But, I truly do wish I had a UC Torana Hatch in the shed, even if it was poo brown. I'll tell you one thing for free, though, the Starfire engine would only last until the first weekend of my ownership. I don't even know whether I'd go V8 or a stink-hot blue 202; all I know is that wretched little four-potter would be in the nearest skip by tea-time on day one. 🚗



UC SCOOP - HK'S R-Rs

Guess which country has the highest Rolls-Royce density on the planet. If you said somewhere in the Middle East, try again. Singapore? Nope. How about Hong Kong. Okay, so it's part of China these days, but the hang-over from HK's colonial past remains. Must be fun piloting a Ghost through streets designed for rickshaws.

PROJECT CHALLENGER



ABOVE L-plates on a left-hook big-block Challenger... Perfect.



ABOVE The plastic bag dispenser has stopped working.

RIGHT Decisions, decisions, left or right-hand drive.



WORDS ★ CHRIS BEATTIE ★ PHOTOS JACK BEATTIE



INNOCENT YOUR HONOUR



ABOVE Yeah mate, one careful owner and always garaged.

BELOW One day it will look like this... only in flat black.



HOW I SOLD A MINT '70 CHALLENGER AND ENDED UP WITH A RUST-RIDDED BASKETCASE

IT STARTED innocently enough, in this case with a death threat. I'd just sold my pristine '70 Challenger R/T SE 383 Magnum to some guy who had apparently always wanted a 'Vanishing Point' Challenger – Chrysler's quintessential muscle car – but now he didn't want it any more – boo-hoo. After two days. And after full payment had been accepted in used bills (thank you very much).

"Yeah, ummm, mate, there's nothin' wrong with it. I just don't want it anymore. It's nothin' like me old Mitsi Evo and it uses too much fuel. You take it back and we'll be sweet," went the phone call.

I was like: "No shit – and no."

He was like: "I know where you live, I know really nasty blokes and you'd better pay up or else."

I was like: "Go ahead – make my day (with apologies to Dirty Harry) ..."

And so on it went for a few days until a bloke turns up at my door with an envelope and demands to see me. Unfortunately for old mate, I wasn't there at the time, but he did leave a calling card from 'ACME Process Servers' or similar.

It was a very entertaining next few weeks in which Process

PROJECT CHALLENGER



TOP Nicknamed 'Rust Dr', Max from Vintique Moto will be sorting out any tinworm.

Server Bloke turned up everywhere I wasn't – and even places I was – in order to issue me with an invitation to either pay his client back the money he willingly paid for the perfectly perfect Challenger, or attend court at some later date to explain myself. But to do so he had to actually find me.

I have to confess that I enjoyed the whole farce way too much. He'd hide in plain sight – sometimes for hours – in an Anonymous White Commodore in my driveway (seriously?) for me to amble in from work and fall victim to his cunning ambush. I'd meanwhile hop over the back fence, grab a coldie from the fridge and toast him as he sat out on the driveway, thirsty and alone.

I managed to avoid his fiendish Black Ops/SAS tactics for long enough that he eventually resorted to simply taping an envelope to my front door. Looking around to make sure PSB wasn't hiding in the shrubbery ready to snap 'Exhibit A', namely me tearing the envelope off the door, I pocketed it and slipped inside.

The letter, from Bluff and Bluster Lawyers and Assoc, not only demanded that I reimburse its client the amount he'd paid for my pearler Challenger, but that I also compensate him the amount of \$20,000 – yep, that's 20 followed by three big, fat zeros – for emotional hurt and psychological trauma.

I thought later that I should have counter-sued for emotional trauma just for reading the letter.

Nevertheless, I couldn't help but like Bluff and Bluster. My kind of bent bastards. They obviously had a sense of humour and they could smell a sucker a mile off. Like their client. They had been milking him since he first walked through their door.

"Yes, Mr Sucker, you absolutely have a case for reimbursement from Nasty Mr Mopar. But don't forget 'Comp-en-sashun'," they would have teased. "You're entitled to so much more for the pain and suffering of having convinced yourself to buy this car only to realise that you would have been far better off with a '93 Corolla with the chrome grille option. Leave it to us – and by the way, if you'd just sign this monthly payments agreement ..."

Without going into the meat and gristle of it, suffice to say that Mr Angry is probably still dealing with his emotions, but I've since invested way too much of the money from the pristine '70

in a completely unpristine '70 Challenger that my son, Jack and I have appropriately dubbed 'Mongrel'.

Mongrel is another 1970 Challenger SE, but with a bargain basement 318 small block (as opposed to the Magnum 383 big block) and non-power drum brakes all round. I found it in a swamp in northern NSW and disregarded all entirely sensible advice to purchase it. Like all the dogs I've owned, it was a mongrel in need of a home.

The reason I bought it is that my previous Challenger was simply way too perfect to molest. For as long as I've been able to read American hot rod magazines, I've harbored a deep and urgent need to insert a large engine into a small car. Probably



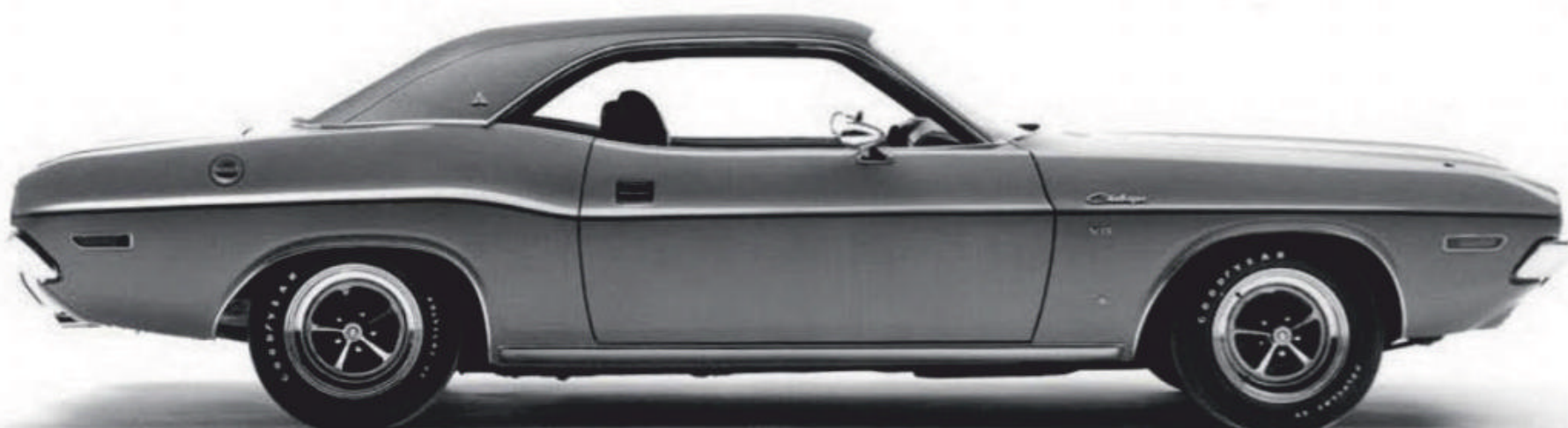
something sexual, but there it is. Trouble is, the old Challenger was simply too virginal to violate. It looked like it had just been driven off the showroom floor in 1970.

Whereas the new project Mopar has the look of a mangy, diseased slum dog, with rusted panels, rooted rails and an infestation of wildlife with an odour that might well have military applications. It has a bit of work ahead, but what it lacks in looks it makes up for in its sheer ugliness and potential. In short, it deserves a chance.

Plans call for matt black paint with a little patina, a 500 cubic inch big block, manual box and enough departures from the rule book to offend pretty much every Mopar purist along the way.

You're invited to come along for the ride. 🚗

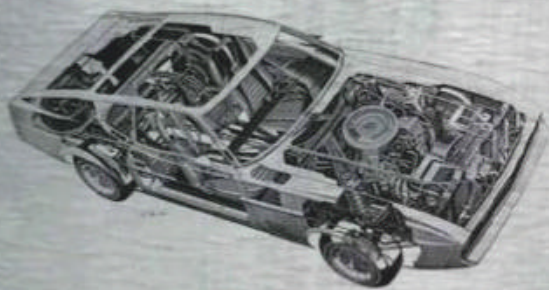
"THE REASON I BOUGHT IT IS THAT MY PREVIOUS CHALLENGER WAS SIMPLY WAY TOO PERFECT TO MOLEST"



READER'S RESTO

WORDS & PHOTOS ★ WARD TURNER
& GUY ALLEN

Resto file



ORIGINAL CAR
1971 FORD MUSTANG MACH 1

LENGTH OF RESTORATION:
ONE YEAR



Want to

**FEATURE YOUR
CAR IN READER'S
RESTO?**

Email details to:
**uniquecars@
bauertrader
.com.au**

PRESENTED BY



MACH SPEED



WARD'S MACH 1 CAME OUT OF THE CALIFORNIA DESERT COUNTRY COMPLETE, UNMOLESTED AND READY FOR A RESTO

The story of the Mustang came about much by accident. Years ago I did up an XD Falcon and due to circumstances at the time, I had to sell it and wish I could find it again. Anyway the following 20 years was spent without a project until we became empty nesters and the opportunity and urge resurfaced. Initially, I was after a Falcon ute, XA, B or C, it didn't matter. Out of the blue I found a repossessed WB ute of all things. It wasn't what I was after but it was in too good condition to let go. Upon nearing its completion, my heart was always to do a two-door Falcon and I put the WB up for sale. By 2012 though, the Australian market had become so hot I turned to option B: an American muscle car.

I was in Sydney at the time visiting an old friend in the car trade who had business connections in the US and casually

mentioned the project I had in mind after parting with the WB. What were the chances of a good-bodied 1971 Mustang coming up quickly? Low percentage stuff but as luck would have it, a barn find surfaced in eastern California. After viewing photos, I managed to secure the deal at a time when our dollar was worth more than the Yanks dollar for a brief moment in time. A few weeks later and it was here. Typical of desert type cars, the body was weathered but excellent, but the interior looked like a couple of Bengal tigers had a scrap in it.

The car was indeed an oddity in the sense that it was complete, it had never been apart and still registered in California (Rego was 50 bucks a year). More surprises to come, the rego papers and 1970 Specification book were all in the glove box. With this information, I got in contact with the



“AS IT WAS DESTINED FOR A REBUILD, THE CAR JUST LAY IDLE”

previous owner and found out that I was the third owner, the car was put in storage in about 1995 and there it remained. It was destined for a rebuild but the old lady's husband took ill and died, so the car just lay idle until she decided to downsize in 2012 and clear everything out.

Like many Mustangs and the Australian equivalent, rust was a huge issue and this one had the usual battery tray corrosion, some pitting in the front floor pans and very minor rust spot in a rear guard but nothing serious.

Originally, it was an M Code and I know many diehard enthusiasts will cringe with the alterations made, albeit very subtle to the naked eye. However, the intention was always to keep it looking as is, both inside and out, so if we went in a time tunnel back to January 1971, the car would be just like this one in the showrooms.

Leigh Shorley of Classic Mustang Restorations, Deception Bay, was tasked with the paintwork and interior. Whilst at the workshop Leigh's son, Kyle, did the steel

fabrication work, namely the right hand drive conversion that was done as if it was originally built from factory. I'm not a LHD fan but Leigh was, so with gritted teeth he did it anyway.

The stripped down body was bead blasted and thankfully no surprises at all. I kept the original colour but I could not take to the green deluxe interior and opted instead for the black deluxe instead. Everything was renewed. While it was in its shell stage, the fish oil pressure pack cans copped a workout, left for a week and re done. The first paint application was a disaster and had to be redone. No one knows why, but it just did not take. Other than that, there were no surprises and the bodywork and interior went well. Brad Payne of Linehouse Graphics did the finishing touches of striping, which involved as much time spent on symmetry as on attaching them.

The original D-Block engine went off for a rebuild and the bore was perfect. Shane Alex Engines at Sandgate took on the



ABOVE The Mustang was quick but not quite that quick.

RIGHT Check out the details on Ward's 'before and after' photo board.

PRESENTED BY
★
HARE & FORBES
MACHINERYHOUSE



BELOW An original Ford press release photo for the Mach 1 back in 1971. A handsome rocket in red.





rebuild, which ended up being a trip down memory lane for him. He normally does Chev and GM engines, but had not built a Cleveland recently since cutting his teeth on one many years before. He installed the 393 kit, alloy heads and a host of inclusions that made it drive with nice road manners in all conditions. The transmission is a six- speed Tremec married up to the standard nine-

not only re-did the entire car but included some minor custom inclusions such as special electrical conduit, micro chipping, redesigning the air conditioning compressor bracket so it sits under the alternator instead of on top of the engine, the radiator shroud and updating the fuse system. The list goes on... This guy is a magician as well as being an auto

“THE GUY IS A MAGICIAN AS WELL AS BEING AN AUTO ELECTRICIAN”

inch Detroit locker. The gearing had to be changed from 3.0 to 3.7 to accommodate the two overdrives.

The exhaust and headers are full stainless 2 ½” from Carline Narangba. The radiator is the original and was recored as four-core, all copper with an electric fan from a Ford Territory that works a treat rather than the old clunker.

Whilst it was at the shell stage, all electrics were re-done. George Brischetto of All Auto Electrical Solutions Narangba,

electrician, nothing was a problem, there was always a solution and he still checks up to ensure everything is okay.

After some mechanical setbacks that involved much of the installation having to be re-done, the Mustang eventually roared into life again in 2018 after lying idle since 1995. Tony Kubel of Motorcraft Mechanical and Performance Caboolture got all the mechanicals roadworthy including engineering (via Mustang Sally, run by his dad Paul), ensuring everything worked



TOP LEFT The D-Block engine was rebuilt with added grunt.

TOP Brochure shot sold the American dream.

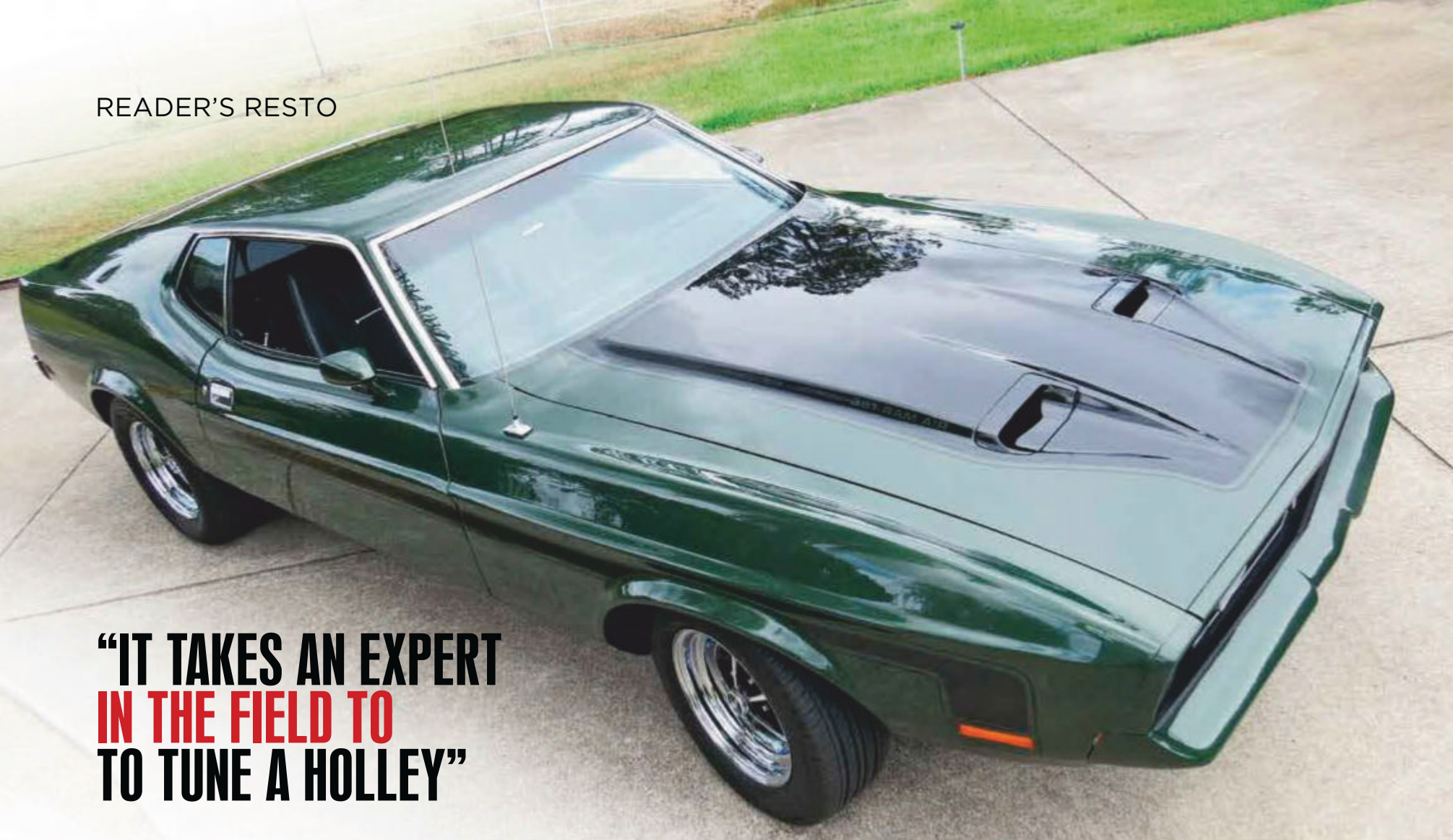
ABOVE One of the most iconic motoring emblems of our time.





ABOVE It's hard to believe it has been converted to a right hooker here as it looks factory perfect.





“IT TAKES AN EXPERT IN THE FIELD TO TO TUNE A HOLLEY”

as intended. Of course with something so new and with the performance bits installed, it was off for a dyno tune. Luke and Dan at Advance Motorsports Caboolture have tuning down to a fine art and it ran magnificently. It certainly takes an expert in the field to tune a Holley and Luke is that man. The most difficult part of this process was road testing after he dyno tuned it, Luke is a giant and had to squeeze himself into the Mustang and almost had to be prised out – it was quite comical watching Luke unfolding himself from the car.

The suspension was a little tricky because of the weight reduction on the front wheels. Due to the use of alloy, standard springs

made it look like a pimp mobile. However, Pedders Suspension at Caboolture eventually got it to the exact millimetre either side and the ride is firm but not bone jarring. Furthermore, it was convenient that these places are literally across the road or next door to one another.

The original motivation to get it done was two-fold. Yes, it was always a life-long ambition to restore a car like this, but when it began, I had a son serving in Afghanistan as a Combat Engineer. I said at the time I wanted to take him for a ride in it because if he was in it, it would mean he'd made it back and had all his limbs to be able to drive it.

Let the good times roll. 🏁

TOP It looks like one that has just rolled out of a Ford plant.

Vital Stats

1971 FORD MUSTANG MACH 1

ENGINE

5800cc V8 (std)

POWER & TORQUE

224kW @5400rpm

522Nm @3400rpm

TOP SPEED

183km/h

TRANSMISSION

Six-speed manual

SUSPENSION

Coil springs (f)

Leaf springs (r)

BRAKES

Disc (f) drum (r)



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WITH HAFCO TOOLS

EF-5S - Engineers File Set

- 200mm hardened and tempered files
- Second cut: Flat, 1/2 Round, Round, Square, Triangular
- Includes carry case

Order Code: F100

\$36

SAVE \$6.35



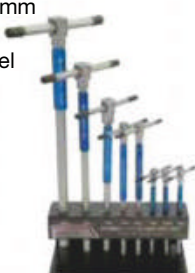
Metric Hex Key T-Bar Set

- 2, 2.5, 3, 4, 5, 6, 8, 10mm
- 3 detent positions
- Chrome vanadium steel
- Free-spinning handle

Order Code: H820

\$59

SAVE \$23.50



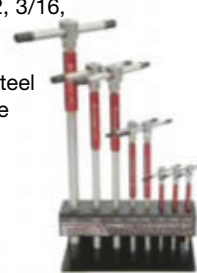
Imperial Hex Key T-Bar Set

- 5/64, 3/32, 1/8, 5/32, 3/16, 1/4, 5/16, 3/8"
- 3 detent positions
- Chrome vanadium steel
- Free-spinning handle

Order Code: H821

\$59

SAVE \$23.50



Torx Key T-Bar Set

- T10, T15, T20, T25, T27, T30, T40, T45, T50
- 3 detent positions
- Chrome vanadium steel
- Free-spinning handle

Order Code: H822

\$59

SAVE \$23.50



ALP-1 Automotive Lifting Garage Package Deal

- Includes:
- Hydraulic Engine Crane (A350)
 - 450kg Engine Stand (A341)
 - 2T Trolley Jack (J021)
 - 3T Axle Stands (A3435)
 - Crepper Trolley (A005)

Order Code: K096

\$687.50

SAVE \$77



ALP-2 Automotive Lifting Workshop Package Deal

- Includes:
- Pneumatic & Hydraulic Engine Crane (A351)
 - 907kg Engine Stand (A340)
 - 2T Trolley Jack (J021)
 - 3T Axle Stands (A3435)
 - 2 in 1 Mechanics Creeper & Seat (A006)
 - Mobile Cabinet Seat (A001)
 - 907kg Engine Tilter (A3425)

Order Code: K097

\$1,011

SAVE \$111



ALP-3 Automotive Lifting Mechanics Package Deal

- Includes:
- 1T Hydraulic Engine Crane (A357)
 - 907kg Engine Stand (A340)
 - 2.5T Trolley Jack (J022)
 - 5T Axle Stands (A3445)
 - 2 in 1 Mechanics Creeper & Seat (A006)
 - Mobile Cabinet Seat (A001)
 - 907kg Engine Tilter (A3425)

Order Code: K098

\$1,343

SAVE \$169.50



HM-46 Mill Drill Machine & Metric Tooling Package Deal

- Includes:
- Mill Drill Machine 240V (M123)
 - Mill Drill Stand (M135A)
 - 58 Piece Clamp Kit (C0965)
 - Collet & Chuck Set (C922B)
 - Slot Drill & End Mill Set (M3301)

Order Code: K014

\$3,135

SAVE \$172.15



AL-320G Bench Lathe, Stand & Tooling Package Deal

- Includes:
- Bench Lathe 240V (L141)
 - Lathe Stand (L142)
 - 7 Piece Lathe Turning Tool Kit (L0099)
 - Carbide Inserts (L0098)
 - Parting Tool Holder (L074)
 - HSS Part Off Blade (L0007)

Order Code: K007A

\$3,300

SAVE \$231



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03_UC_280219



MICK MCCRUDDEN

BEARING UP

GETTING WHEEL BEARINGS RIGHT – NOT TOO TRICKY, BUT IMPORTANT

GREETINGS, tax-dodgers. About mid last year we had a look at the issue of wheel bearings and now seems as good a time as any for a bit of an update. You see the Editor of this fine family publication wandered in with the magazine's C10 Chev, complaining about a loose wheel bearing and a couple of other issues. The loose bearing came to light when he got some new front tyres fitted recently.

It's probably close to two years since we've seen the truck, which is too long. The Ed pleads a chaotic schedule and I know he doesn't have a hoist at home, which means working on the lowered monster can be a bit of an issue.

No matter, we popped the hubcap, half expecting to dig out a damaged bearing. However it seems he had the sense to avoid driving the thing until we got to check it out. It turns out things were actually in pretty good shape, though it was very loose. You could grab the front right wheel and it would move alarmingly with not much effort.

No problem, pull out the bearing and check it over. It's a tapered or Timken type, and there was no scoring on it or race. Everything moved freely and there was still grease in the bearing – all



good.

I regreased it with one of my favourite tools – a bearing packer. While we were all taught to pack bearings by hand, this gadget is quicker and means you don't get covered in

goop. It's simply a couple of cones that screw together with the bearing in the centre, then you hook up the grease gun and pump away. You can get one for all of 10 bucks or so at the local parts store.

How much grease? It's like Nanna making a pot of tea – one for each cup and one for the pot. So I pump till it's full to just overflowing, then once more to be sure.

With the bearing back in place, we need to torque up the assembly. There is a torque specification, but you can do it by feel. With a tapered bearing, too loose is just as bad as too tight. So, in goes the thrust washer over the top of the bearing. Then on with the castellated nut.

With your spanner, you preload the bearing. So you're tightening it down gently until you feel it stop. Now you back it off and tighten it again – do this multiple times. You might do this up to eight or nine times as the bearing settles into its cone. Once the position seems fixed, you back off the nut the equivalent of one of its six sides. That will work nicely and you then make sure you use a fresh split pin – even if it means making a special trip to the auto parts store to get some – as having everything tied down is ultra-critical.

It's a pretty quick and easy job – particularly if you have a hoist! I reckon you should check out your bearings once a year.

Note: Mick runs Glenlyon Motors in Brunswick, Vic. Tel (03) 9380 5082. 📞

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AUSTIN 12/4 12 1929, Lovely original car, runs and drives very well, requires repaint or has patina as is!. vgf 468. TA930672. **\$14,950**



MGB MKII MGBL 1972, Late Aust delivered car, excellent condition, overdrive, roll bar, same owner many years. 1972. TA937452. **\$17,950**



VAUXHALL J GY 1937, Great condition, has been in storage 30 + years. A rare find!. Y929. TA882496. **\$17,950**



STUTZ BLACKHAWK vintage 1929, Rare high quality car, fully restored, big ohc 6 cylinder, 4 speed, hydraulic 4 wheel brakes. 16090. TA888883. **\$49,950**



MGB MK2 MGBL 1971, Lovely original Aust Delivered car, chrome wires, leather trim, overdrive, 2 owners from new. VLT 211. TA937450. **\$19,950**



MORRIS 8 2 1938, Original barn find, requires recommissioning, 5 new tyres, easy restoration. RTM 804. TA942115. **\$5,950**



CHRYSLER ROYAL C18 1938, Rare quality model, large 6 cyl with overdrive, good older restoration, runs very well. MALADY. TA907356. **\$23,950**



ROVER P3 4 Light 1948, Well restored, new leather trim. immac paint has improved larger P4 engine, great rally car. RDF 882. TA937460. **\$20,950**



HUMBER 9/20 1926, Restored a few yrs ago, runs and drives well, paint, trim, hood all great, a rare car. S555BWY. TA919168. **\$18,950**



FORD MODEL T 22hp 1926, Good quality older restoration, runs and drives very well, paint, trim etc all good. lens26. TA907344. **\$20,950**



TRIUMPH TR4 1964, Fully restored to a high standard, chrome wire wheels, excellent investment. S880AKF. TA876853. **\$33,950**



MG TF 1250 1954, Fully restored, matching numbers, paint, trim, chrome etc immac, drives beautifully. RMG 054. TA919148. **\$39,950**

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Kms 19,962

**'1980 VOLVO 262C**

Owned since 2017
Kms 215,000

**'75 VW BEETLE**

Owned since 2015
Kms N/A

**'79 KINGSWOOD**

Owned since 1982
Kms 361,491

**'79 VB COMMODORE**

Owned since 2016
Kms 143,000

**'90 MAZDA MX-5**

Owned since 2016
Kms 240,329

**'89 VN CALAIS**

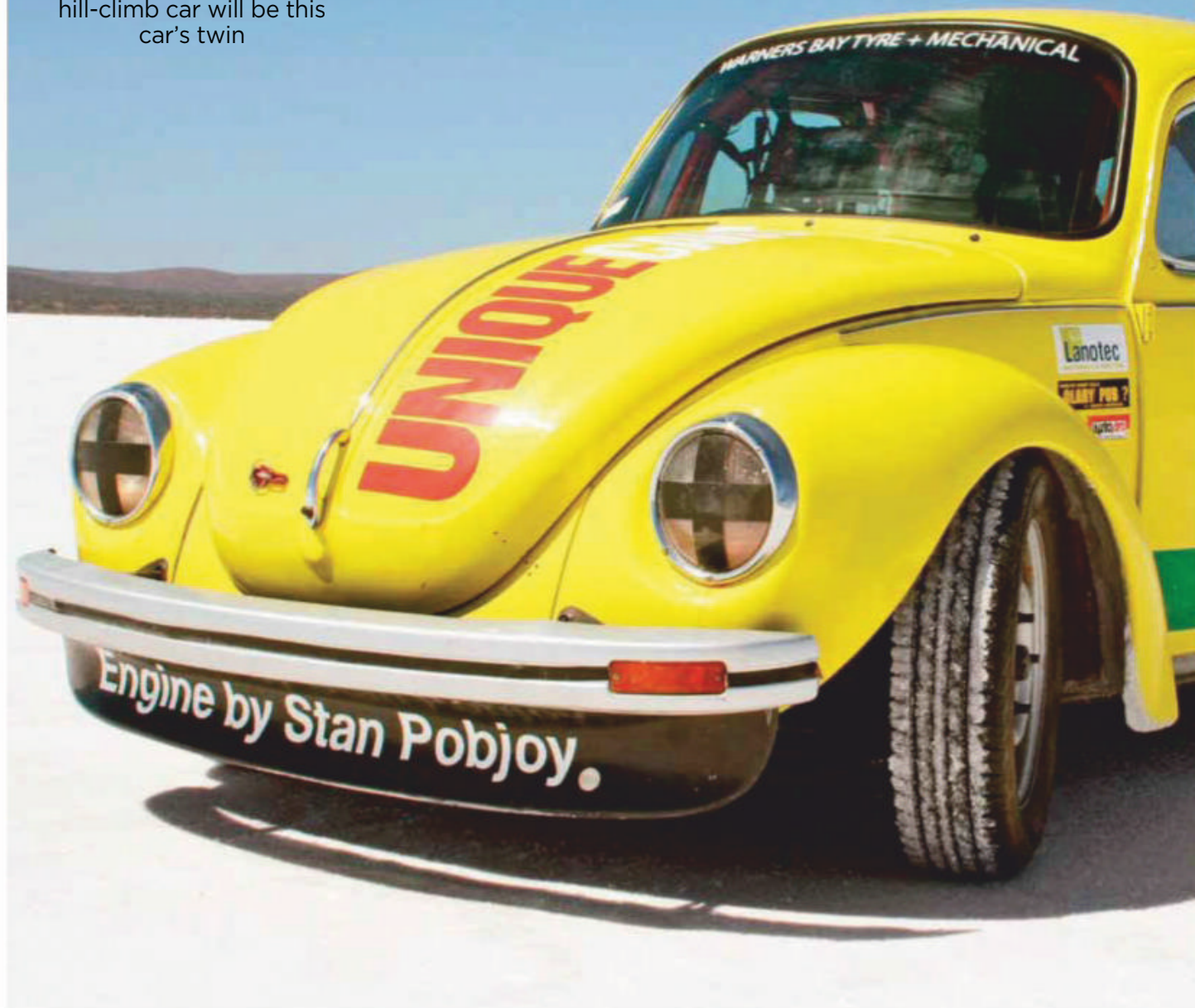
Owned since 2016
Kms 108,408

**'79 RS2000**

Owned since 2012
Kms 139,083

THIS MONTH

RIGHT This is my 200km/h salt-lake car, not my old hill-climb car... but with the rounded front windscreen. My new hill-climb car will be this car's twin



NEW FOR OLD

AFTER SELLING HIS OLD VW BEETLE RACER, **GLENN TORRENS GETS STUCK INTO BUILDING A BETTER BALLISTIC BUG**

WORDS & PHOTOS ★ GLENN TORRENS

REGULAR READERS might recall that recently I sold my bright yellow VW Beetle track car. Built in the backyard around 12 years ago, over the following decade I happily raced it in hill climbs, along the way developing and upgrading it to be quite successful, with a couple of thirds and seconds (but never a first, dammit!) in the under 2-litre class in the NSW and Australian Hill Climb championships.

I happily towed my Bug to other events, too, such as the terrific Leyburn Sprints in Qld and Geelong Sprints in Vic. I was a

starter in the first-ever Twilight Tarmac Rallysprint Championship at Sydney Dragway and just for fun, attended a couple of Snowy Mountains 1000 airport sprints. I also shocked plenty of Falco-dore drivers down the quarter-mile on Wednesday 'test and tune' nights, also at Sydney Dragway. And sometimes I even drove it to the pub!

My budget-built Bug was a hell of a lot of fun!

So why sell a well-sorted and successful weekend racer? Put simply, the car was as good as it ever could be, and I wanted



to step-up to the better performance (I hope!) of a later-model VW Super Beetle.

Debuted in 1971, the Super Beetle has a totally different front suspension and steering design to previous Bugs. The older cars have a spindly torsion-bar trailing arm front suspension that allows considerable flex during hard cornering... this upsets the tyre contact patch and hence the car's ultimate grip. The Super Beetle has a coil strut type front suspension that – among other things – keeps the tyre better pressed against the road for higher cornering grip.

The Super I bought is a neglected old road car but once rebuilt, it will be a good looking and fast weekend fun machine. I'm keen to



01

01 1970s Beetles have a horrible habit of rusting adjacent to the back window. An old engine lid provides perfect patch panels

02 Another known Bug rust patch is above the doors. I cut a section from another shell to fix this

03 Yep – more rust! The later model Super Beetles suffer rust behind the dashboard... now fixed! Thumbs-up!



02



03



make my new car a little more road-able than the old one so I may install a four-point protection cage (or a six-point with detachable front members) rather than the awkward welded-in six-point monkey bars of the previous racer.

I retained my 8000rpm twin-Weber 1916cc engine and modified close-ratio gearbox from the old car and, as before, my new racer

will be painted a punchy yellow.

So far, my only work has been to strip the car naked, think about a few things and patch some rust but I hope to spend some time working on it during the first half of 2019. I would love to have my new racer ready for the 2019 Australian Hill Climb Championships at the iconic and challenging Mount Panorama... Stay tuned! 🚫



01 With most of the rust patched, I began the onerous task of paint-stripping the rolling shell

02 The new car's strut type front suspension will provide good handling. Those wheel-well patches tell of another Beetle rust area

03 I plan to use these classic Globe Bathurst wheels. I mocked-up on another Bug to determine wheel offsets and steering geometry



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FORD THUNDERBIRD V8 3 speed 1955, W/Overdrive Stunning Skyhaze Green, Excellent Two Tone Newer Interior, Excellent Chrome, Porthole Hard top, Whitewall Tyres. Beautiful Looking & Driving Car, SA registered.
S174. TA900726.
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\$49,990



FORD THUNDERBIRD 1955 V8 Auto, Stunning Red Paintwork, New Interior, PAS, Power Brakes, Factory Hard Top, Power Seats, New White Wall Tyres. S184. TA913858.
\$61,990



FORD THUNDERBIRD 1964, 390 Auto Stunning Metallic Turquoise paintwork, Excellent new contrasting Turquoise Interior, Very nice Chrome, P/ Brakes, P/Steering, Tinted Glass, Factory Air Conditioning White wall tyres, New suspension all round, Beautiful looking and driving car, Fully detailed. S194. TA943036.
\$35,990



FORD THUNDERBIRD V-8 AUTOMATIC 1955, New Red paintwork, New Chrome on front & rear bumpers, stunning white & red interior, all new weatherstrips. Overhauled suspension, 12 volt Conversion, White Hard, Superb Kelsey Hayes wheels wide whitewalls. Beautiful looking & driving car superb value. S191. TA932612.
\$59,990

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Original car Original Books,
Arizona rust free car. This was
Ford main dealers in Arizona
display car for over 50 years. Car
has had the motor & trans rebuilt,
Runs like a swiss watch. Please
see website for detailed pictures.
S190. TA926643.
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CHEVROLET BELAIR
1962, 283 V-8 Turbo-Fire
Powerglide Auto, Beautiful
Metallic Blue paintwork, Excellent
Blue Interior, Excellent
Chrome, P/Steering, Fully
Overhauled suspension, White wall
tyres, Fully detailed, Original fact
red oxide floor pans. This is a
beautiful looking & driving
car. Only needs a new owner.
S193. TA942989.
\$29,990



CHEVROLET IMPALA
1966, V-8 Auto Pillarless Excellent
Stunning White Paintwork Superb
original interior Fresh engine &
Transmission Fully detailed
vehicle American Racing wheels
Goodyear White letter Tyres,
Alarm. Beautiful condition
throughout. S189. TA926623.
\$39,990



FORD GALAXIE 500 XL
1963 Auto PAS Power Brakes
New Brakes Allround Metallic
Paintwork Matching Interior
Beautiful looking & Driving Car.
S183. TA913853.
\$29,990



PONTIAC FIREBIRD
1967 326 V8 Auto Stunning Red
Paintwork, New Red Interior,
Power Hood, PAS. Restored 2015
Superb Throughout SA
Registered. S172. TA900724.
\$46,990



CHEVROLET CORVETTE
1982, 350 Automatic Cross-Fire
Injection. Stunning Two Tone Blue
paintwork. Excellent Blue Interior
PAS, P/Windows, P/Brakes T
Tops. A/C, Excellent Alloy Wheels.
Excellent throughout. S188.
TA926608.
\$32,990



CHEVROLET CORVETTE
1982 350 Automatic Cross-Fire
Injection Superb White paintwork,
Stunning Red interior, Mirror
glass T Tops PAS, P/Brakes, A/C,
Excellent Alloy wheels & Tyres.
Beautiful looking & Driving Car.
S179. TA907473.
\$31,990



CHEVROLET CORVETTE
1972 350 Auto Stunning
Paintwork Matching interior
Beautiful throughout P/Disc
Brakes Pas Adjustable steering.
Excellent body lines & gaps super
clean chassis matching numbers
car. S187. TA920129.
\$46,990



CHEVROLET CORVETTE
1970 350 Auto, Stunning Green
paintwork, Matching interior
Beautiful throughout, P/Disc
Brakes, Pas, A/C, Adjustable
steering. Excellent body lines &
gaps super clean chassis
matching numbers car. S164.
TA883375.
\$45,990

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'80 HOLDEN VC SL
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Owned since 2005
Miles 46,023



'03 BMW 540i
Owned since 2016
Kms 156,524



'91 LEXUS SC400
Owned since 2018
Kms 357,988

THIS MONTH



MODERN MAINTENANCE

WORDS ★ PHOTOS ★ ANG LOUPETIS

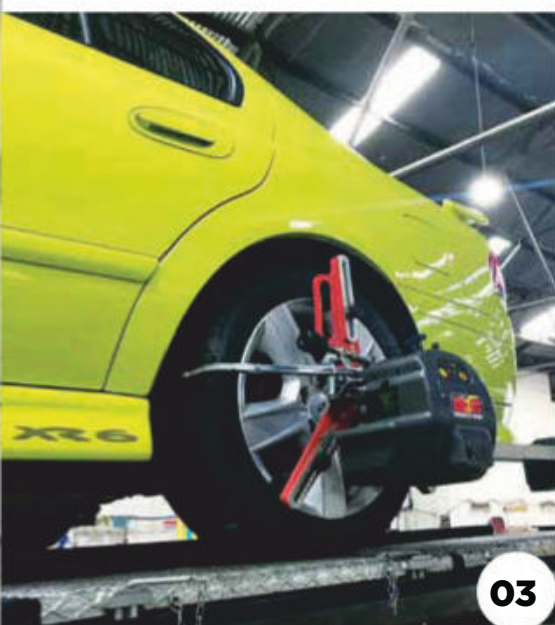
ALL OF A SUDDEN THE XR6 IS SIXTEEN
YEARS OLD AND IN NEED OF A MINOR RESTORATION



01



02



03



04



05



06

ITS FUNNY how quickly the years go by and I surprised myself to realise that I've now owned my Falcon BA XR6 Turbo for close to nine years.

The XR6 has been my daily runabout enduring the peak hour commute to the office, driving the kids to school and running around picking up parts for my Thunderbird restoration which, thankfully, is now pretty much complete.

All of a sudden the XR6 is sixteen years old and it's starting to need its own share of what I would call minor restoration. I'm sure you would agree that a lot of BAs you see are starting to show a fair share of wear, with bumpers falling apart, rust in boot lids, wheel corrosion, paint issues and the famous sagging headliner.

I had thought about selling

the car about five years ago, but I'm terrible at parting with things and I genuinely enjoy owning the car. I love the colour and let's not forget the real reason I purchased it to start with was the turbo Barracuda under the bonnet. It is a blast to drive and when I wash it and make it shiny, I love it twice as much.

First on the maintenance list was a new exhaust system, the car had a stainless steel DiFilippo system from the turbo to the catalytic converter then it turned to mild steel and that section had its fair share of holes. A new custom system was crafted with two mufflers in place and I finally managed to get the dump-down tip I always wanted, to replace the straight pipe it had. The car now has a brilliant note and is

the only non-original item on it that I am more than happy to live with.

Second on the list was a set of new MC5 Continental tyres. This is the second set I have installed on the XR6 and I've been very satisfied with the ride and handling. The car had a cheap set of rubber when I took ownership from my local Ford dealer and it constantly spun up the rears. The first Contis I installed years ago gripped and made the car nicer to drive so I stuck with them.

Whilst having the tyres fitted I had the car wheels aligned and the rear end adjusted to make sure everything was spot on to correct specs.

From there I have focused on the car's cosmetics. I had some minor parking dents

01 This is the second wheel centre to go missing – terribly annoying!

02 I managed to trawl eBay and find another NOS wheel centre.

03 It was time for some new Continental rubber so I had the wheels aligned.

04 The custom exhaust which was on the car when I bought it has sprouted a fair share of holes lately.

05 New rear end pipework with some fresh paint. Looking good!

06 The rear muffler awaiting the big decision about choice of tip.

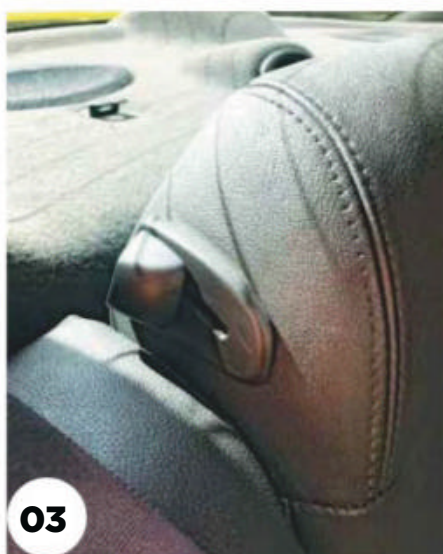
OUR SHED, OUR CARS, OUR STORIES



01



02



03

01 Cabin plastics break without warning and superglue failed to hold.

02 Thankyou eBay, I tracked down two NOS backseat tilt knobs. One a spare just in case the other side goes.

03 The plastic toggle knob mounted, it was a great restoration moment.



04



05

removed and two curbed wheels repaired and painted when I first took ownership, but I have simply driven and periodically serviced the car since then.

I have always made my best efforts to keep the car clean as it spends a significant amount of time exposed to the elements. The bonnet and roof were in need of some TLC after harsh sun exposure. With the help of some Meguiars products I hand polished those sections to great effect.

Next on the list was sourcing a new backseat tilt knob which had crumbled

in my hands when I simply opened the back seat. This had been replaced with a used unit and was superglued once but it was time for another replacement. This time I found an NOS pair, for \$31 and it took me a whole minute to install – that’s the sort of car maintenance I like!

Another cosmetic improvement was having the rear window retinted after it bubbled, another common issue due to the radio antenna and rear demister being in the glass.

I also planned to replace the chrome XR6 badges on the side skirts as the chrome

had vanished years ago. With the new badges delivered I removed the old badges and gently cleaned the area leaving a faint outline of the old glue. I carefully lined up the new badges and with minimal effort the side skirts look as good as new.

You may ask, “What comes next?” Well, the falling headliner is still the priority and I have a new cup holder lid for the console to paint and install after it broke when my wedding ring got caught on the mounting point and snapped.

The Falcon is proving to be a delicate teenager! 🚗



06

04 The front half of the custom made exhaust – the Barra has an even better howl now.

05 Who better to drag along than Uncle Phil? He is the world’s greatest quality control inspector.

06 The exhaust tip ready to be cut to my liking.



07



08



09



10

07 The original plastic side skirt badges had seen better days. A few specs of chrome were left on the 6.

08 I carefully peeled the original badges away and gently cleaned the area leaving a faint outline for remounting.

09 The new pair of badges looked the goods and were purchased from the same place I sourced parts for my Laser TX3 in the late '90s!

10 New badge stuck in place and ready for the big reveal.

11 A huge improvement on the XR6's cosmetics.

12 /13 The paint needed some attention after a few harsh summers but with some elbow grease the Citric Acid paint popped again.

14 The BA XR6 Turbo is looking factory fresh again.



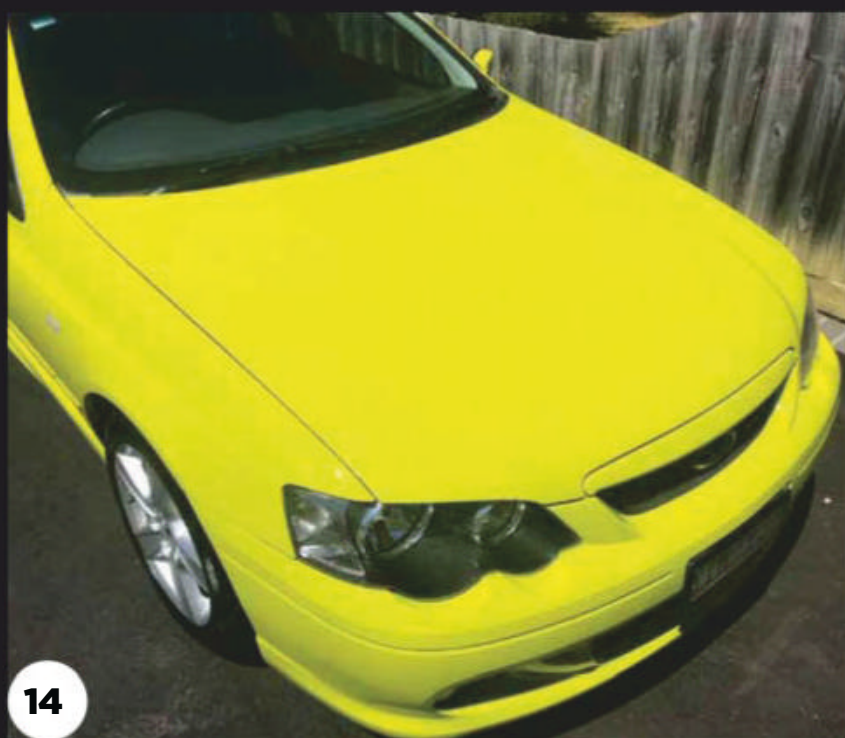
11



12



13



14

IN THE **SHED** WITH

WHAT DO YOU RECKON?

NEVER AFRAID OF HARD WORK, GLENN TORRENS ONCE AGAIN DISCOVERS THAT IT DOESN'T ALWAYS PAY OFF

BACK IN the '80s, my first VW Beetle project body cost me \$175. You can add a three or a four in front that these days, but the going rate was more like \$750 so I couldn't get the cash out quick enough.

Bargain!

Well, no, because after I got the shell home and took a closer look, I discovered the minor rust wasn't quite so minor and the shell needed around \$1000 worth of welding to make it good enough to be restored. So, I'd invested around \$1200 in a body that would never be as nice as the \$750 rust-free shell I should have bought...

It wasn't a total waste as I still own that car three decades later...but building that Bug as a teenager was a lesson in spending money wisely.

So as a grown-up, you'd think I'd know better!

This time it's a 1992 V8 Commodore. I've had an idea for a while that I'd like to re-power my brown 1979

VB six-cylinder Commodore wagon with a later-model fuel-injected V8 engine. Holden's 1989-1999 VN-VT V8s (of which I've owned a few and driven dozens more) are a favourite of mine. Under their great-looking bunch of bananas intake manifolds, these Holden V8s offer lovely old-school V8 character and aren't too bad on the juice. In fact, the 3.3-litre six-cylinder donk in my cool old Commodore wagon uses more fuel than the EFI 5.0-litre V8 in my VN Holden Calais... and it has about half the grunt!

So I went looking for an untidy V8 Commodore I could kill for its driveline. The first one I enquired about quickly sold... and I'm happy to say that I have since discovered that ex-police VP Commodore is now being restored to its NSW Police Highway Patrol glory by All Marques Body Repairs in Sydney.

I soon found another and – as I have in the past –

drove my buy home on an unregistered vehicle permit.

But by the time I'd arrived home, I'd decided the donor Commodore didn't deserve to die. The loose door rubbers were an easy fix, as was the minor rust in the body. The shitty 1990s body kit could easily be replaced with good second-hand standard bumpers from the local wreckers, as could the damaged driver's seat.

Checking the front-only electric windows with some known-good switches revealed they worked. That V8 engine ran well and the gearbox seemed OK (I'd driven it 800km home) but the lowered springs would need to be replaced, as would the SuperCheap steering wheel. The remainder required little more than some paint to make it look great again.

So I parked my other Commodore project (a blue VC SL/E) and got stuck into tidying the VP V8 during winter with the intention

of selling it for a modest profit after cruising it for the summer.

Trouble is, all those little bits required – door rubbers, a headlining, a pair of front seats, two bumpers, front and rear windscreens, a grille, a flip of some tyres onto original type rims, intake manifold gaskets (the old ones weeped coolant), a bonnet release cable, a rust-free boot-lid and bonnet, a pair of nice tail lights, rear springs, an air-con regas (that became a major and expensive dash-out task!) a hand brake cable, two pairs of new brake pads and a pair of good second-hand rear discs, all cost a couple of hundred bucks here and a few hundred bucks there... and because it's tax time, I've just added them all up. The actual total of all those little bits and pieces is more than what I thought I'd spend and probably more than what the car is now worth...

You'd think I would've learned by now, huh?! 🚫

Get in touch

WHAT DO YOU RECKON? What's the dumbest money you've spent on an old car – either a patch-up job to keep it going, or a restoration that got out of hand? **LET US KNOW AT** uniquecars@bauertrader.com.au

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This very car launched the XK150 series in Australia. Displayed by Bryson Industries at the 1958 International Melbourne motor show. In outstanding original condition with unique provenience.

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IN THE **SHED WITH****Citroen
SM****A miracle of
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Engineering
&
Maserati
Performance****JON FAINE**

RESIN ROCKS

ONCE AGAIN JON IS REMINDED THAT HIS TASTE FOR THE EXOTIC
COMES WITH A WHEELBARROW LOAD OF CHALLENGES

"OH LORD, Won't you buy
me a Mercedes Benz,
My friends all drive
Porsches

I must make amends..."
...sang the great Janis Joplin
in a recording studio just
three days before she died in
1970. Already famous before
Woodstock, she cemented her
spot in rock and roll history
by dying young. The song first
appeared on her posthumous
album 'Pearl' released the
next year. Ironically, she did
drive a Porsche 356 – painted
in psychedelic colours. She is
the very symbol of the 70s, my
preferred era for cars.

My lament goes to
a different strain. In
synchronicity with my

dreams, several years ago my
great indulgence arrived, no
doubt a direct answer from
the heavens to my consistent
prayers, along the lines of
"Oh Lord won't you buy me a
bucket of trouble..."

The Citroen SM is a
magnificent artefact. It
rightfully sits on the design
pedestal as a marriage of
Citroen's innovation merged
with Maserati engineering.
It is, along with the Chapron
convertible Citroen DS, my all
time dream car.

What on earth is it that
urges an otherwise sensible
person to take on the
stewardship of a mad mix
of Citroen hydraulics and a
1970's Maserati V6 motor?

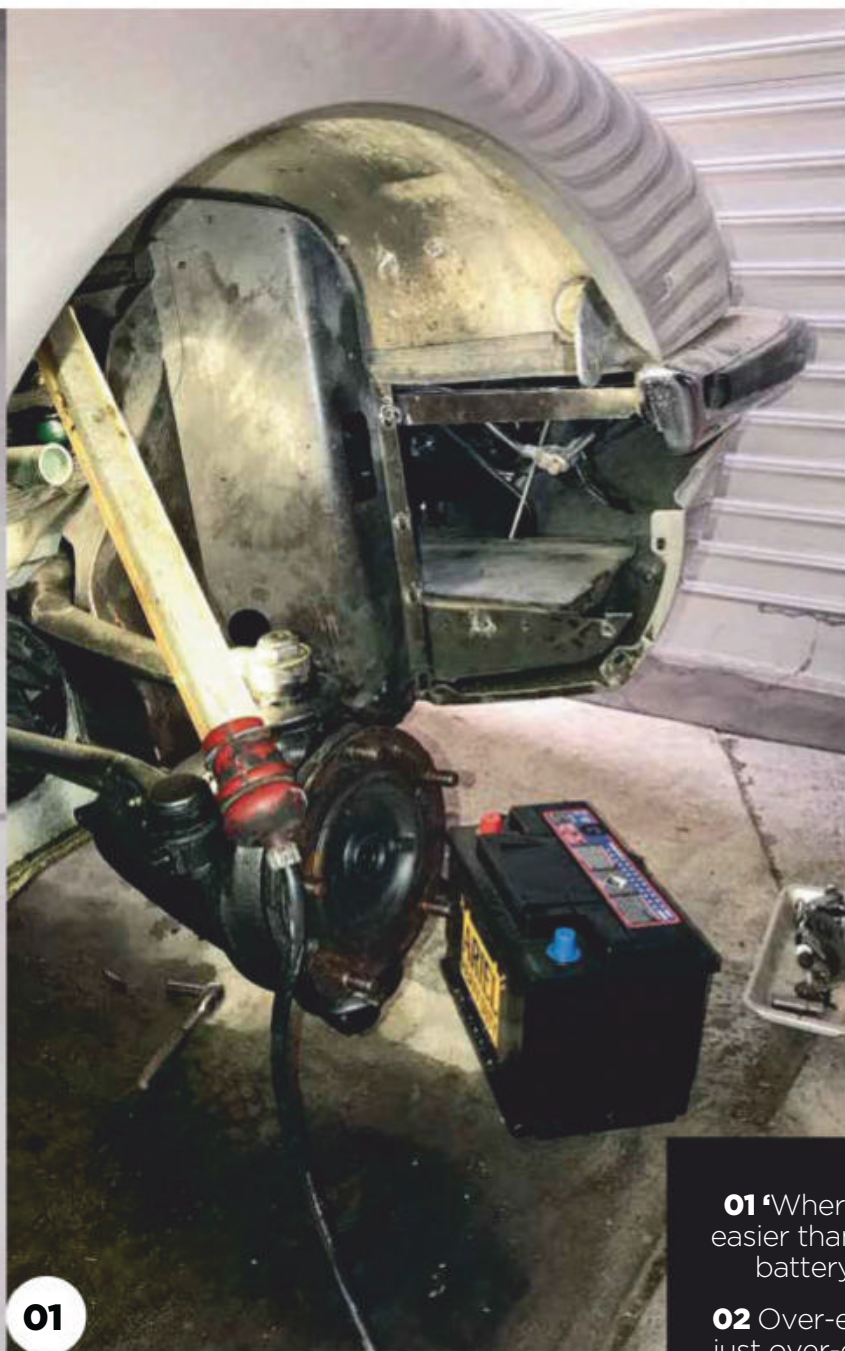
Why, may you ask, but one
drive of this spaceship and
I challenge you not to be
smitten. I have driven an
incredible variety of cars
ancient to modern, and there
is nothing – nothing – that
comes even remotely close.

I love the SM. My car is
the right hand drive, 5 speed
manual, carburettor model
and has the aesthetically
more pleasing European
six front lights. The US
specification cars were
compromised by the
mandated installation of
four round naked headlights
instead of the 6 rectangular
lights sitting behind a full
width glass curved screen.

But, sadly, I must confess

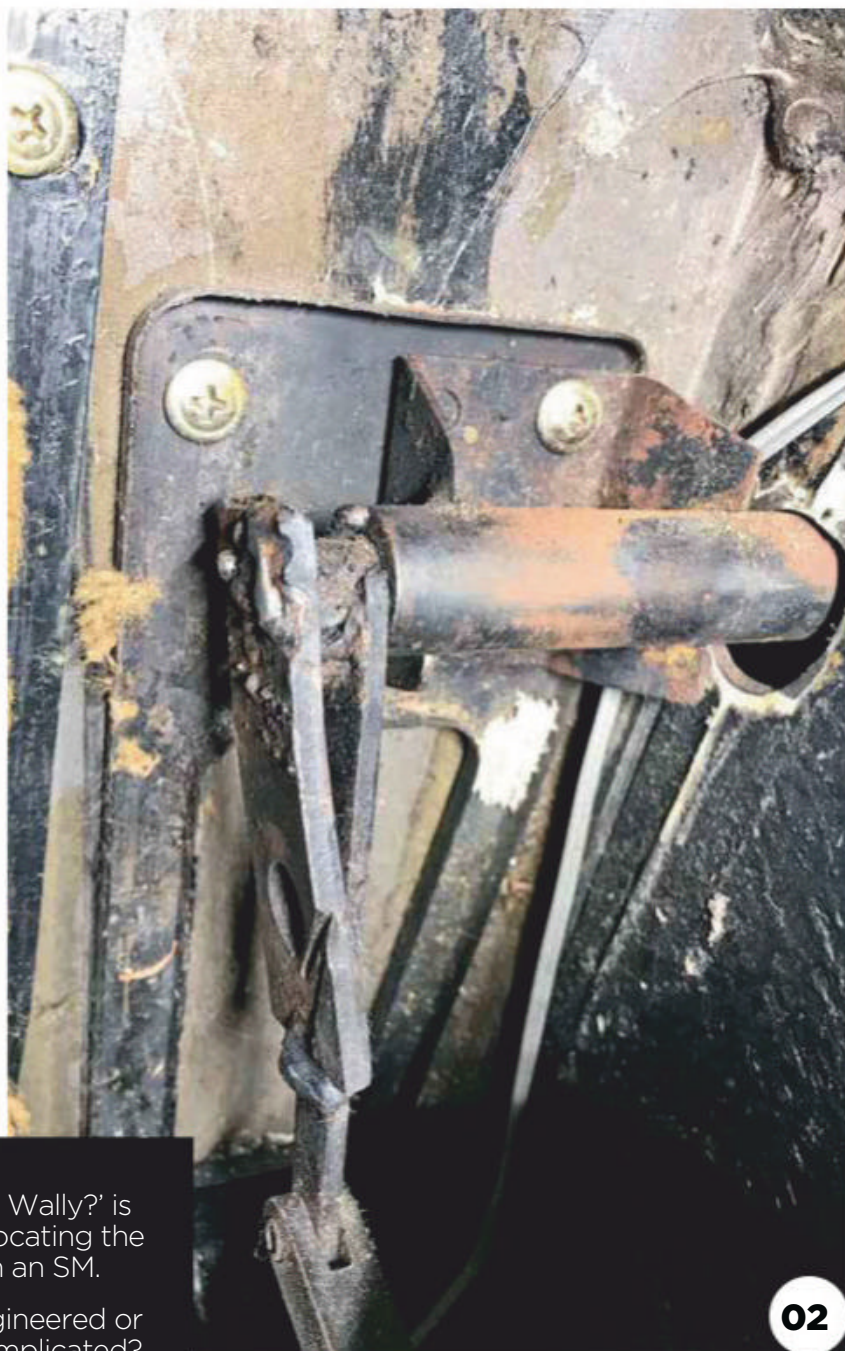
my SM has recently been
more static display than going
concern. Entirely my own
fault, I hasten to add. It was
a daily driver until it started
depositing a green hydraulic
fluid puddle eighteen months
ago, and I have simply been
too slack and distracted
to attend to it since. So the
battery went flat. Which in
most – or pretty much all –
cars is not much of a problem.

But the SM tucks its battery
behind the headlights, in
front of the drivers side
front wheel, low down in the
guard. Access is achieved
through removing a hatch
that is part of the inner wheel
arch panels, and swearing.
Is this the most absurd place



01

01 'Where's Wally?' is easier than locating the battery in an SM.



02

02 Over-engineered or just over-complicated? You decide.



03

03 I wonder if our JB has shares in J-B Weld?

04 If some's good, more's better.



04

for a battery in the history of car design? But it took all afternoon, and was done.

And then a minor catastrophe struck – as I cranked the newly installed battery for the first time, I pressed the accelerator pedal with my hand to fire her up and to make sure all was working. I heard a sharp crack and the pedal went flaccid

and floppy. No Viagra jokes...

Closer examination revealed that behind the vertical movement of the accelerator pedal, there is a horizontal tube that transfers the motion through the box sill to the throttle cable, which is hidden inside the wheel arch. The weld connecting the lever at the back of the pedal to the horizontal tube had

01



“I LOVE THE SM. MY CAR IS THE RIGHT HAND DRIVE, 5 SPEED MANUAL, CARBURETTOR MODEL AND HAS THE AESTHETICALLY MORE PLEASING EUROPEAN SIX FRONT LIGHTS”

given up. Forty five years was clearly enough.

Repairing by welding in situ was clearly not an option, deep into the footwell surrounded by plush carpet and delicate electrical cabling. Removing the mechanism would require unbolting the pedal assembly and – wait for it – the entire front right quarter panel. The removal of the guard would itself require dismantling the heater box, the battery tray, regulator and its part of the wiring loom and some of the front valance, along with assorted other bits and pieces. Curses, some more.

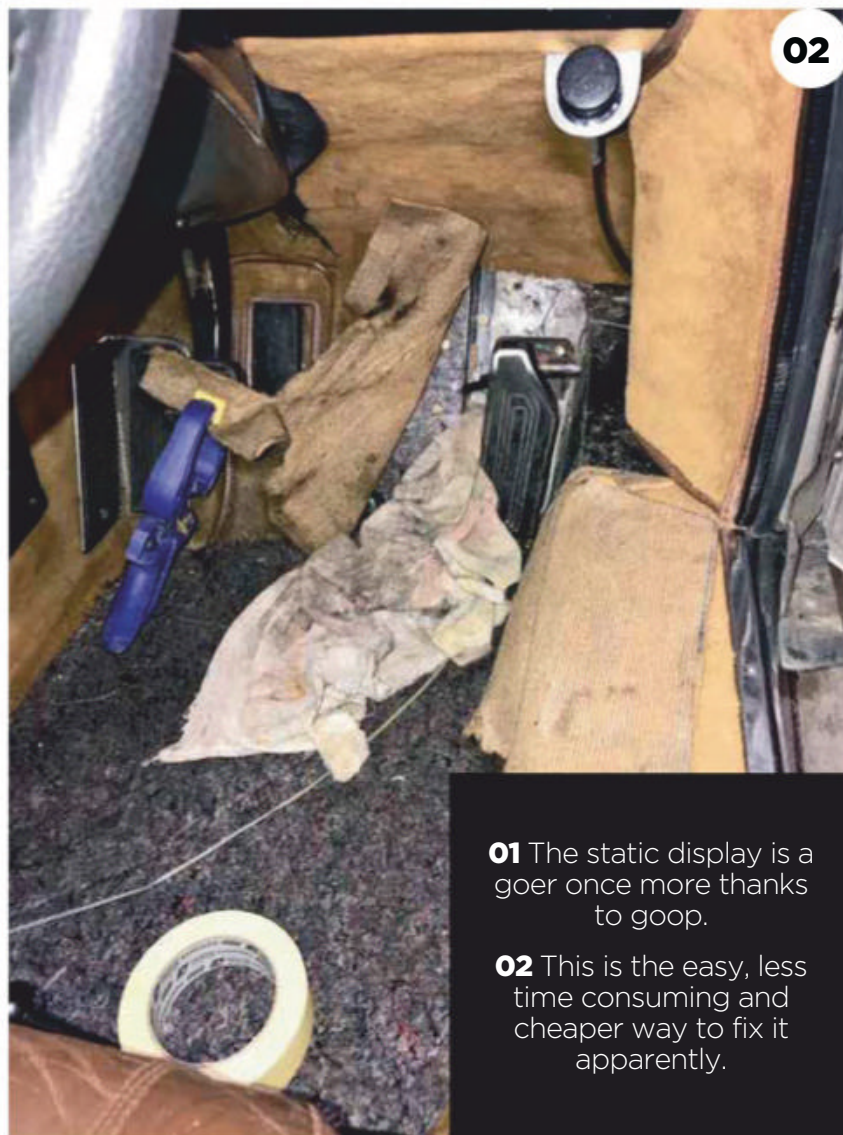
My despair spurred me to action. The internet will save me! I searched for a short cut.

Several very clever people in the Citroen community on-line suggested it was at least worth trying metal-to-metal epoxy glue before the massive disassembly job otherwise required. So I did.

First time, I mixed some goop and trying to be as neat as I could, carefully laid a trail across the broken weld and waited the 16 hours curing time before prodding gingerly at the pedal. It pumped twice and then on the third push it gave way. More curses.

I thought there were signs of hope and it was worth a second attempt before the great disassembly, and this time applied generous lashings of goop. With some masking tape creating a box, I generously ladled on the goop with abandon. Sixteen hours curing, and heart in mouth.... I can report so far – fingers crossed – it is holding. A packet of “JB Weld” cost less than \$20 and I reckon it has saved me several thousands of dollars if I had paid someone to remove and weld and then reinstall the pedal assembly instead. Hooray. The Woodstock generation should be proud. 🌀

02



01 The static display is a goer once more thanks to goop.

02 This is the easy, less time consuming and cheaper way to fix it apparently.



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MG B Mk 1 1967, 1.8L, twin carbs, 4 spd man, factory original, nice paint, split tonneau, fantastic condition. UR. TA902852. **\$16,950**



ROVER MINI & TRAILER 1994, 1.3L injected, 4 spd man, A/C, USB audio and cruise control. Incl matching custom Cooper Sport built trailer. 1581. TA907426. **\$25,000**



HOLDEN FJ SPECIAL 1954, Original presentation and mechanicals, nice trim, still 6 volt, drives beautiful. 1579. TA907420. **\$28,500**



AUSTIN A30 COUNTRYMAN 1953, Fully restored, very rare, 5 seats, 803cc engine, 4 spd man, working semaphores. 2A204378. TA917550. **\$12,500**



FORD FALCON XW 1970, RHD, 351ci V8 FMX auto. Nicely presented car, recently repainted in the original colour imperial burgundy. Rust free, still has original floor pans and everything is solid. Runs and drives beautifully. 168YOB. TA941623. **\$48,500**



LINCOLN CONTINENTAL CABRIOLET 1948, LHD, nice older resto, very rare, V12, 3 speed manual, power top & windows, original leather trim. UR. TA917548. **\$75,000**



DE TOMASO LONGCHAMP 1981, Aus delivered, RHD, 351ci V8, auto, documented 118,000kms, ground up restoration. WH3271. TA900250. **\$69,995**



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BENTLEY MARK VI 1951, Aus Del, RHD, 4.25L, 4 spd man, cold A/C, CD stereo, nice paintwork, drives beautifully. B319L. TA935975. **\$37,500**



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CHRYSLER VALIANT VG 1970, 2 door, tough stroker V8, auto, full show quality build, over \$100K spent, near flawless. 1601. TA933669. **\$75,000**



BMW 2002 E10 1975, Aus Del. RHD, 4 cyl, auto, A/C. 2 owners from brand new, immaculate condition. 4270811. TA935976. **\$29,500**



DODGE CHALLENGER T/A TRIBUTE 1974, Aus Del. RHD, 4 cyl, auto, A/C. 2 owners from brand new, immaculate condition. 1595. TA927193. **\$65,000**



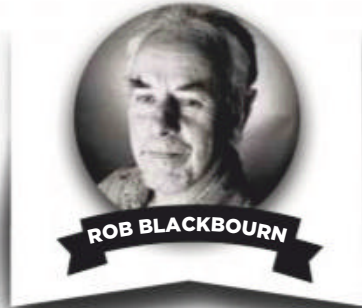
ROLLS-ROYCE SILVER WRAITH PARK WARD 1951, Aus Del. RHD, coach built body, 4.6L, stunning older restoration, beautiful woodwork and interior. 1604. TA937416. **\$85,000**



FORD GALAXIE COUPE 1959, LHD, 352ci V8, Fully restored inside and out, P/S, conti kit, spats, white walls, stunning car. 1605. TA937418. **\$47,500**



ROB BLACKBOURN – 2CV OR 4CV?



FRENCH CONNECTIONS

THE OTHER QUIRKY LITTLE FRENCH CAR DESERVES A BIT OF LOVE

A READER took sister mag *Wheels* to task in its February issue for choosing the Citroen 2CV for icon treatment in its Retro series. He reckoned that when it comes to a significant petite French car the Renault 4CV (or Renault 750 as we called it back in the day) was more worthy of the Retro honour. According to him the Renault edged out the Citroen on two counts: the 4CV was the first French car to sell over one million units worldwide and importantly it had a more significant role in Australian motoring history given that it was quite a common sight on Australian roads through the 1950s (unlike the Citroen). These days however he estimates there are only about 100 survivors in Australia.

To me the diminutive Renault's cuteness factor is a match for the little Citroen's despite being a very different creature indeed. Although they're now very rare here, even unappreciated, there was a time when 4CVs were far more common on our roads than, for example, VW Beetles. Arriving in 1949, the 4CV had a five year start on the 'Dak Dak'. Total 4CV sales here were around 12,500. By the late 50s however its star was waning (as it lost sales to its larger sibling the Dauphine from 1957) while the Beetle was steadily building its fan base.

Smaller than a Beetle it shared the rear-engine/rear-drive layout of its German rival. However its engine was a 747cc water-cooled inline-four



with a three-speed gearbox, quite different to the VW's air-cooled boxer-motor with four-speeder.

Gallic quirkiness was part of its charm. Consider these: suicide front doors, swing-axle rear suspension lacking effective control of fore/aft wheel movement and an external radiator cap where you expect the petrol filler to be (the petrol cap was inside the engine compartment, above the battery). What could possibly go wrong?

My pet theory regarding one factor behind the virtual disappearance of our 4CV stock relates to a period (was it in the 1960s?) when Formula 750 racing specials were

running out of ancient Austin 7 engines and parts. A lot of 4CVs were stripped and scrapped to provide engines and engine parts.

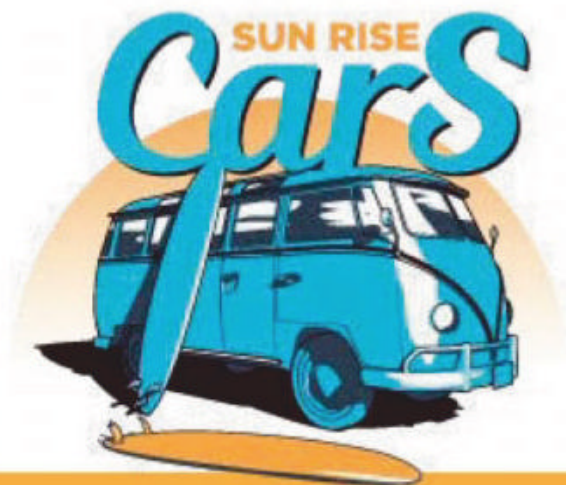
My own experience with the little Renault came from a well-used example belonging to one of my high-school mates in the 1960s.

Three of us 18-year-old dingbats had a bunch of adventures in the 4CV, including a memorable stay at Sorrento on Victoria's Mornington Peninsula. A couple of days in, Renault-man's sense of humour had dried up (the other mate and I had been giving him a bit of grief, as you do with mates). So he shot through to the beach

on foot with a towel over his shoulder and the car keys in his pocket.

With him out of sight we swiftly coaxed the Renault's doors open, hot-wired the ignition and fired it up. The tricky issue was the inbuilt steering-lock (fiendishly clever those French, considering the car was built in the 50s). But hey, we were up for it. After I backed it out of the driveway we grabbed a front guard each and bounced it around 90 degrees to point it down the road and we were away...

Two 90-degree intersection bounce-turns and a couple of 15-degree mid-course correction-bounces later, we were on the main road to the beach. Then we spotted Renault-man about 100 metres ahead popping into a milk bar. We pulled up near the milk bar, removed the hot wire and bowled into the shop. He was pleased that we had settled down and decided to catch up and join him. However his recovered bonhomie faded as soon as he saw the car. I've forgotten whether we ever told him how we did it. ☹️



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Split Window Kombis starting FROM \$45,999



VOLKSWAGEN KOMBI Type 1 Microbus 1963, 15 Window Kombi, Split Window Microbus. 5028. TA789334. POA



ROVER MINI Cooper S 1993, We love this immaculate Pink Mini Cooper S. She's in beautiful condition and we fell in love with her...! MIN007. TA859796. \$19,888



VOLKSWAGEN KOMBI Microbus 1966, 13 Window, 9 seater Microbus in superb condition. 5029. TA789333. POA



VOLKSWAGEN CAMPER Type 1 Pop Top Camper Westfalia 1967, genuine Pop Top Camber and in immaculate condition. 5030. TA789339. POA



VOLKSWAGEN KOMBI UTE SPLIT WINDOW 1957, Superb character - is the best way to describe this 1957 Split window Kombi Ute. UNREG. TA789555. POA



VOLKSWAGEN MICROBUS Type 1 1966, Ezi Camper Yellow and white with air conditioning SunRise Cars. 5034. TA789324. POA



VOLKSWAGEN MICROBUS 15 Window 1962, Best in Australia, will suit fussy buyer looking for the best. 5026. TA789330. POA



VOLKSWAGEN KOMBI Samba 23 Window 1958, Genuine and original and in superb condition. Mechanically A1. 5004. TA789326. POA



ROVER MINI 1998, Limited Edition BSCC (British Sports Car Club) Widebody Rover Mini Cooper - Immaculate condition with factory black leather interior embossed with ("Mini Cooper" Logo). S34. TA835815. \$27,888



MINI ROVER 1994, Immaculate Wide Body Mini Cooper with Bosch Fuel injection and icy cold air conditioning. Rare Cooper model and rare colour "Bright Primrose Yellow". Having travelled just 86,000kms this is a very collectable and fun car that will steadily appreciate in value. SAXXNNAYCBD095966. TA841651. \$22,888



TOYOTA HIACE 2010, 4x4 turbo diesel with lift kit. S41. TA860141. \$45,888



NISSAN SKYLINE GT-R 1994, Immaculate Immaculate Immaculate R32 GT-R V-Spec II with log books and some service history from Japan. This is a superb example that is totally original and un-messed-around-with, but does come with some tateful period upgrades. DNS49C. TA841294. \$58,888

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Tyson Horwood 1969 | HURST OLDS

TOP-ORDER MUSCLE CAR IS A RARE BEAST HERE AND IN THE USA

WORDS ★ PHOTOS TYSON HORWOOD & GUY ALLEN

The car is an Oldsmobile and, back in 1969, the company got together with Hurst to make a limited edition Hurst Olds. The car was sent to Hurst as a plain white 442, and Hurst changed over to the 455 Oldsmobile motor, the new Hurst 38 dual-gate shifter, stripes, scoops, big wing, mirrors wheels and tyres.

This car is number 223 of about 906 made that year. There are only about 550 left in existence and this one here is the only known one in Australia.

For the Hurst package back then, it was about \$950 option. So when the cars were only worth about \$3500, that was a huge jump.

I was looking for one of these – the family has always been into the Oldsmobile brand and I can remember seeing pictures of these when I was a kid. It was the scoop, the stripes and the wheels that I loved about it – something that

was obviously very different.

It was about six years ago, when the Aussie dollar was high, that I found this one in Texas. It didn't look anything like it does now – I had to do a full body-off resto. It's all been done and it's now as close to factory correct as I can get it. The only thing that isn't factory is the seatbelts, which we needed to get it on the road. Otherwise it's pretty much as you would have bought the car back in 1969.

What does it drive like? Beautifully – cruises nicely. The 7.5 litre Oldsmobile engine sounds good. This one came equipped with power windows, cruise control, air-con and factory tinted glass. Whoever bought it back then had some money to burn. The cruise alone was an extra \$350!

(Ed's note: we met Tyson at this year's Picnic at Hanging Rock Show. Look for a full feature on this car in the near future.) 🚗



Adrian Pegoraro

1975 | XB GT FORD

NEARLY 15 YEARS ON, IT'S STILL A THRILL TO PLAY WITH IT

WORDS & PHOTOS ★ ADRIAN PEGORARO WITH GUY ALLEN

What appealed to me was the combination and history of the car. It's never been messed with. It's had an external paint job only and I still keep in contact with the original owner. There have been four owners.

It's all matching numbers, manual and factory-fitted with the Globe wheels, white with black cloth inserts, plus dealer-fitted large tank and stereo.

The first owner worked at (dealership) Courtney Patterson. His old man ordered a Phase III brand new and he got this brand new and drove it every day. The condition belies the mileage – it's done 280,000km. So it was really well looked after.

We're only custodians of these cars and this proves that it's not necessarily the mileage that kills them, but how they're looked after. It's a credit to Paul, the original owner.

I picked it up in 2004. Out of all the cars I've had, this is the

one I've hung on to longest. I like this one. Even when it has been sold in the past, it has never been publicly advertised – it's always changed hands through word-of-mouth, through club networks and so-on.

It's great to drive. I did a little to the motor in it, basically original – just a little bit of a cam in it. It's still tight, drives well and, being manual, it's a bit more fun. The air-con works well and it's really good on the highway.

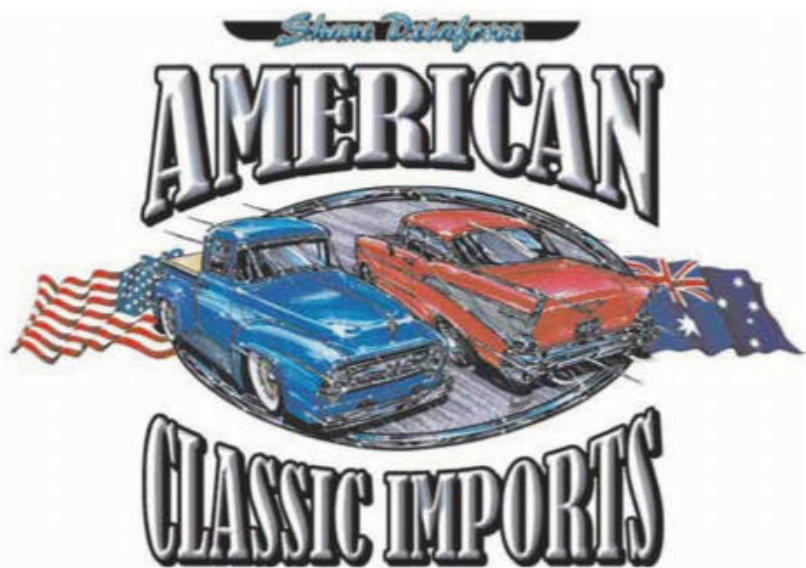
XBs probably don't get the attention they deserve – they seem to be on the tail-end of popularity and value. Every car costs the same to restore, so finding a good one can be hard. A lot of them rusted out.

That's why, when this became available, I jumped on it. It's got all the paperwork and books from new. The original owner came around just before Christmas and almost shed a tear, but he's happy that it's in good hands. 🏁

Valuation

Varies hugely according to condition. \$90k-plus for a prime one.

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Don't miss...

VIC

19 April
Make them Shine
Melbourne
Convention & exhibition
centre, South Wharf

MAR NSW

11-17 March
Military Vehicle Gathering
Part of a larger 'swim-in' event, this gathering in Corowa lays claim to be the biggest ex-military vehicle get-together in the country. Locations are the Ball Park Caravan Park plus the local showgrounds. Includes a swap meet.
Contact: corowaswim-in.org

17 March
Can Cruise

Cudgegong Cruisers Inc. in conjunction with volunteers from Can Assist - Mudgee & Districts Branch will be holding the annual Can Cruise, a major fundraiser. Open to any type of vehicle - muscle cars, hot rods, utes, customs, vintage, veteran, bikes, anything that is registered. Starts at Mudgee Showgrounds.
Contact: Facebook

17 March
Cambden Car Show

The Camden Car Show is being hosted by the '55 '56 '57 Chevrolet Club and at the Camden Showgrounds.

Open to all makes of classics, customs, rods, bikes and street machines. Live music, food stall and family fun day. Supporting RSAC.
Contact: John 0418 238 919

24 March
Southern Cross Street Cruisers Show & Swap

Big show for cars and motorcycles at the Orange

Showground. Pretty much any interesting vehicle is covered.
Contact: rockleigh1066@bigpond.com

SA
10 March
Swap Meet

Formerly the Campbelltown swap meet, and hosted by

the SA Rod and Custom Club at Kilburn Oval.
Contact: Scott 0412 555 723

10 March
DLRA Speed Week

Annual get-together for the optimists of this world. Held at Lake Gairdner. Spectators welcome, but you need to be self-sufficient.
Contact: DLRA.org.au

Want to

LIST OR UPDATE YOUR EVENT DETAILS? **EMAIL:** UNIQUECARS@BAUERTRADER.COM.AU

VIC

3 March

Italian Auto Icons display

Classic and modern Italian cars and motorcycles - a very popular annual event in the heart of the famous restaurant district. 10.00am-3.00pm, Lygon St, Carlton. Between Faraday & Elgin Streets. Free entry
This year's feature: combined tribute to Maseratis, (in particular the Maserati 250F) Reg Hunt's success with his Maserati 250 F and the 1956 Australian Grand Prix,

Contact:

italianoautoicons.com

3 March

Isabella & Marcus Show

Held at Bicentennial Park, Chelsea (Melb), this is a massive annual show. In aid of a childrens brain cancer cause.

Contact:

isabellandmarcusfoundation.org

9-10 March

Minis on the Murray Muster

This year's event includes runs, meetings and more, with a show on the Sunday.

Contact:

minisonthemurraycarclub.com.au

15-17 March

Chryslers on the Murray

All Chryslers welcome to the largest Chrysler car show

in Australia. The 2019 event will be a weekend full of entertainment and activities, seminars, scenic drives, photo shoots, raffles, 'show and shine' and more.

Contact: Facebook

24 March

Mercedes-Benz Concours

Located at the deaf children facility, 527 St Kilda Rd Melbourne. Gold coin donations to the cause. A good way to see some stunning Benzes.

Contact:

concours@mbcv.org.au

31 March

Autobella

Italian car show will be held in the beautiful gardens of the Victorian Deaf Institute 597 St Kilda Rd Melbourne (enter via High St). Italian food and coffee, children's play ground. All Italian cars welcome. Run by the Fiat car club.

Contact: Peter 0414 867 280

TAS

10 March

All Japanese Car & Bike Show

Probably the best example of minimalism in show organisation we've ever seen. It happens on the lawns of Parliament House in Hobart. The organisers assure us entry is free and there are no forms to fill out.

Contact: Rod 0408 831 309

WA

4 March

Gozzy Classic Car Show

Calling all classic car owners... classic, vintage, exotic and prestige car owners its time to stake your claim on the car scene in Perth. Returning to the Gosnells Hotel in 2019 is The Gozzy Classic Car Show & Shine on Monday 4 March on the Labour Day long weekend. Cash prizes for some categories.

Contact: Facebook

APR NSW

25-28 April

Capriciation

Celebrating 50 years of Ford Capri and organised by the Capri Car Club. Lots of activities including cruises plus a show n shine.

Contact:

capricarclub@yahoo.com.au

VIC

13 April

Echuca Swap Meet

In Rotary Park, Rose St, with 200 sites. Cars, parts etc.

Contact:

echucaswap@outlook.com

19 April

Make them Shine

Melbourne Convention & Exhibition Centre, South Wharf. A classic car display hosted by the Thunderbird Owners Club of Australia For the Royal Children's Hospital Good Friday Appeal
The Kids Day Out is open to the public 10am-5pm with free admission. Donations welcome in support of the Royal Children's Hospital.

Contact: Facebook

SA

14 April

Rowley Speedway Reunion

Gilman Speedway on Wilkins Rd, Gilman. Relive the glory days with live and static shows covering pretty much every class imaginable, including cars and bikes. Run by the South Australian Vintage Speedcar Assn.

Contact:

SAVSA.com.au

MAY

SA

19 May

Copper Coast Cavalcade

Largest regional rally in SA

VIC

3 March

Italian Auto Icons

Carlton, Melbourne



COMING EVENTS



LIST OR UPDATE YOUR EVENT DETAILS? **EMAIL:** UNIQUECARS@BAUERTRADER.COM.AU

for cars up to and including 1985. Following breakfast assembly, the cavalcade tours Wallaroo, Moonta and Kadina, watched by thousands along the roads and finishes at the Kadina Oval. Over 500 cars attend this major event of the Copper Coast Cornish Festival.
Contact: kernekek.org

VIC

11 May
Bay City Swap
At the Geelong Showgrounds, Breakwater Rd. Camping on site.
Contact: 0417 546 089

NSW

2 June
Rolling 30
Cars & coffee on steroids
Sydney Motorsport Park

QLD

4-5 May
Gold Coast Autorama
Big annual get-together at venues TBA. Run by the Gold Coast Anrique Auto Club.
Contact: secretary.gcaac@gmail.com

19 May
National Motoring Heritage Day
Cameron Park, Ipswich. Run by the Qld Historic Motoring Council – a massive event for pretty much any historic vehicle. Clubs are very welcome.
Contact: qhmc.org.au

**JUN
NSW**

2 June
Rolling 30
Take your favourite historic toy for a cruise at Sydney Motorsport Park (Eastern Creek) and join the *Unique Cars* mag crew for a big day out. Cars and coffee on steroids is the theme,

so come and join us. More details to come, but pencil it into the diary!
Contact: uniquecars@bauertrader.com.au

9 June
Henry Lawson Festival
Beautiful downtown Grenfell is running its 17th Henry Lawson Festival on this weekend and the local car club runs a show as part of the festivities. That does beg the question of what sort of car would Henry have driven? Look for it on the main street.
Contact: Bill Wheatley (02) 6343 2207

**SEP
QLD**

14 Sep
Gympie Historic Swap & Show
Swap meet at the Gympie Showgrounds, with the show to be run by the Cooloola Classic Car Club.
Contact: gympiehistoricaclub.com.au

1 Sep
Chrysler Expo
The Chrysler Owners Club of Qld (together with Rootes Group, Simca, AMC & Jeep Clubs vehicles) invite you to the 2019 Chrysler Expo Show & Shine & Swap Meet at the Rocklea Showgrounds. This year will also feature presentations of stationary steam engines, historic motorcycles, vintage speed cars, historic ambulances, vintage caravans, Penny Farthing & other historic bicycles and a model train display.
Contact: doug@realres.com.au

**OCT
TAS**

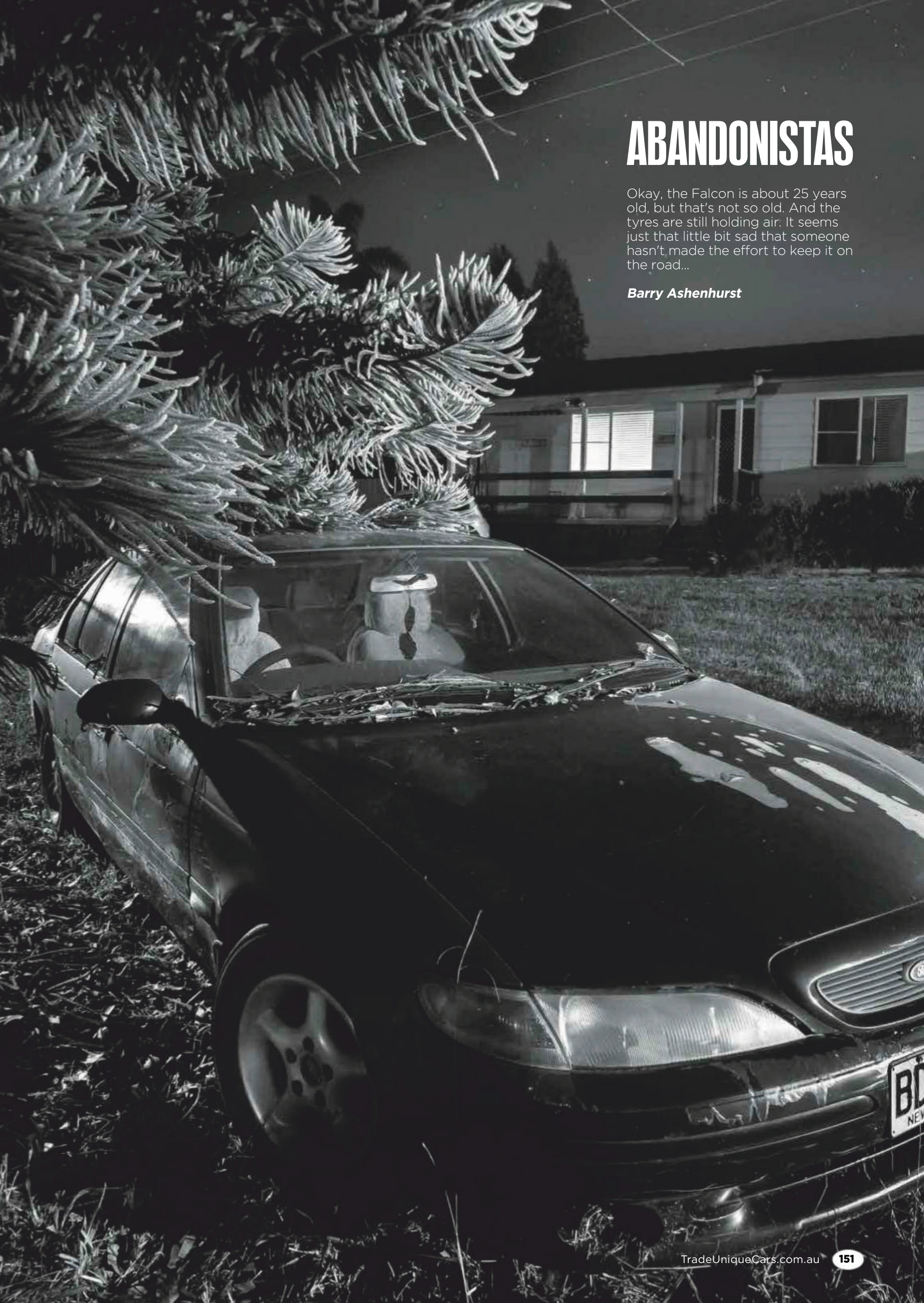
25-28 April
Simca AGM & Show
This year's annual get-together is in Launceston and includes Aronde, Vedette, Matra etc.
Contact: doug@realres.com.au



ABANDONISTAS

Okay, the Falcon is about 25 years old, but that's not so old. And the tyres are still holding air. It seems just that little bit sad that someone hasn't made the effort to keep it on the road...

Barry Ashenhurst



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FORD MUSTANG Shelby GT500 Cobra Jet 428 1969, Cherry Red with black interior. Left hand drive, 4 speed manual. 85846 Miles. Matching numbers, MARTI report. A beautiful example of an iconic genuine Shelby GT500. 6607. TA790447. **\$199,990**



DODGE CHARGER R/T 440 MAGNUM 1971, 440 Magnum. T bar Auto. Absolutely Top Shelf Concourse Restoration. Looks like a Brand New One!!! Curious Yellow/Black. Copy of build sheet and body off resto pics. 6614. TA790954. **\$129,990**



JAGUAR XF SV8 Supercharged 2008, One Owner Supercharged V8 with only 35000k's. Perfect Jaguar service history from new, finished in stunning Candy Apple Red with Oatmeal Leather interior. This is a one of kind vehicle and impossible to find any thing comparable in this price range.. XFSV8. TA941965. **\$42,990**



PORSCHE 930 Turbo 3.3 1983, RSR Tribute. RHD built. Recent bare metal respray with engine/crank overhaul, performance cams, KKK turbo, PH Intercooler, FabSpeed Exhaust, RSR style bumpers. RSR930. TA790454. **\$199,990**



MERCEDES-BENZ E63 S AMG W212 MY15 2015, with 23,000 k's. This 5.5 litre Bi Turbo is fully optioned with Factory Warranty till 10/19 and represents great value with such low k's!! 6825. TA904526. **\$126,990**



MASERATI SHAMAL 1994, twin turbo V8 with only 87000k's, Bris delivery, Metallic Black, with light grey leather interior. Very good serv hist with orig books and spare key. 6781. TA883821. **\$119,990**



TESLA MODEL S 85D 2015, 11,000 K's, sold new in January 2016, new car warranty until January 2020. Battery warranty until 2024. Fitted with 21" dark grey wheels, next G seats, premium interior pack, pan sunroof, Deep Blue metallic paint, Obeche wood gloss decor and fast charge pack. Would suit new car buyer. 6851. TA920028. **\$99,990**



MERCEDES-BENZ 450SL W107 1978, Aust Del with 76000k's. Orig sale receipt. Finished in Arctic White/Black Fashion Pack int, orig Becker Radio. Update model with later Fuel Inj, C/Control and W/grain Dash/Centre Console, fitted with ori Fact 14" alloys. Comes with Hardtop/Softop and in is in magnificent condition throughout. 6766. TA928475. **\$79,990**



PORSCHE 356 Replica 1970, Build shows 1970 and reg in Qld as a Porsche. Engine was fully rebuilt 3300 Kms ago and is a Turbo Subaru WRX engine that sounds just like the original. Everything re-built or restored and car is in immac condition. A wide bodied 356 Outlaw replica on a VW platform. This car has fully re-conditioned Type 3 gearbox with a heavy duty clutch, ball-joint disc brake front end, double spring plate rear end with coil over shock absorbers. 204XMMW. TA851266. **\$72,990**



PORSCHE 911 Carrera 1986, LHD 911 Carrera Cabriolet 5Sp man, travelled a genuine 92000 miles, with full service history, original books and spare keys. Beautiful, tight, OUTSTANDING Example, with matching numbers. 6863. TA922722. **\$76,990**



JAGUAR XK X150 2005, travelled 113,000 k's and is in o/s condition throughout. 20" wheels, Heated Seats and Heated Walnut Steering Wheel, Touch screen with Bluetooth, Nav, Climate etc. Inspection/Test drive won't disappoint. 094XJQ. TA822345. **\$46,990**

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Unreg. \$46,950



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Reg. as 912YKI \$89,950



1986 Ford RS200
Unreg. \$399,500



1959 Mercedes Benz 220S Sedan
Unreg. \$29,950



1977 Porsche 930 Turbo 3.0 Litre
Unreg. \$289,950



1975 Rolls Royce Corniche Coupe
Reg. as 03RRC \$95,000



1949 MG TC
Unreg. \$38,500



1979 Maserati Kyalami
Unreg. \$TBA



1985 Porsche 911 Carrera 3.2 Targa
Reg. as TGA911 \$99,950

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AUDI S4 2011, This Audi S4 Quattro 2011 update, is fitted with nav, 26,000k's, bluetooth, sunroof, dual tone leather package, active suspension etc. Supercharged 3L V6, 24V, 7 speed paddle shift. 811TNA. TA934419. **\$44,990**



MERCEDES-BENZ CLK55 A209 AMG 2004, One Lady owner, 68000 k's with complete up to date service history, in outstanding condition!! This is definitely collectable. Don't miss this one!! 007EZQ. TA937135. **\$39,990**



MERCEDES-BENZ 500SL W129 1992, This AU Delivered 500SL has only travelled 78,000 k's with complete up to date serv hist. Recently had the Roof hydraulics and suspension spheres overhauled, and would be the best one for sale in this price range. Unmarked Signal Red duco, with contrasting Light Grey Mint condition Leather make this an irresistible combination!! 6800. TA892546. **\$39,990**



MERCEDES-BENZ ML63 AMG W164 2007, has travelled 62,000Ks with up date Service History. This unmarked example has been meticulously maintained and would suit the fussiest of buyers. The AMG version comes highly optioned as standard, and this one would be hard to fault. 600YFM. TA904511. **\$38,990**



MERCEDES-BENZ GL 500 164 2007, 7 Seater, 80,300 K's, full service history, just serviced, air struts replaced, new discs and pads, new tyres, AMG badging. 6858. TA922716. **\$34,990**



MERCEDES-BENZ C250 CDI MY13 W204 2013, Avantgarde with Sun Roof, Nav/Bluetooth, Xenon Headlights, Harmon Kardon Premium Sound, Reverse Camera, Lane change warning, Bi-Fold rear seats, with up to date service history. Impeccably kept and a great package at the right price! 574TLC. TA939811. **\$29,990**



HOLDEN COMMODORE VY11 SV8 2004, 82,000 k's LSI 5.7 V8, 6 speed manual, 2 owner, full service history. Nice original car. 6894. TA937134. **\$18,990**



MERCEDES-BENZ ML320 CDI Luxury Sports 2007, ML320 CDi Luxury Pack, Sun Roof, Cubanite Beige, with Anthracite Leather interior. Excellent Service history. 840XHN. TA914862. **\$16,990**



MERCEDES-BENZ 300SE W140 1993, W140, Complied 1993, 145 K's, Pajett red with cream leather interior. Outstanding example with very good history - hard to fault. 6877. TA927107. **\$12,990**



MERCEDES-BENZ E320 W211 2004, Add. 416MXE. TA939814. **\$9,990**



MERCEDES-BENZ C200 KOMPRESSOR W203 Elegance 2002, Add. 285GSN. TA941960. **\$7,990**

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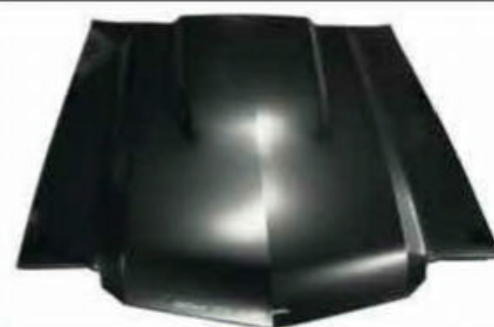
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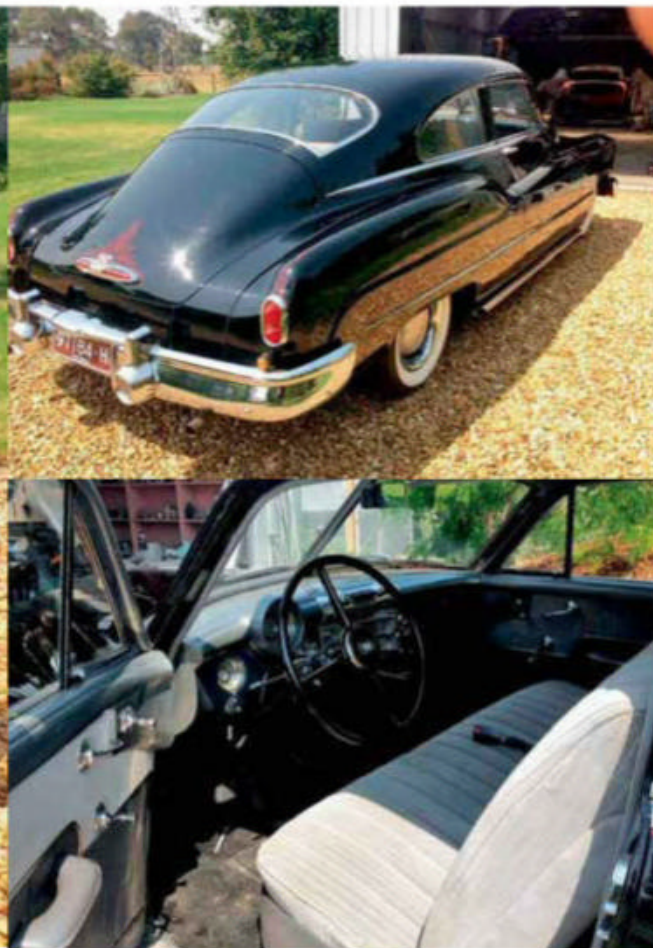
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BUICK SPECIAL SEDANETTE

1950, recently completed body off professional restoration, all new rubbers, new glass, full interior re trim, \$5,000 spent on chrome alone. Lake pipes and pin striping can be removed for stock appearance., .. VIC.

DIY942996. **0438 686 098. \$48,000**



\$40,500

PONTIAC FIREBIRD COUPE

1998, Immaculate Formula in original unmolested condition. LS1 5.7 litre, 4 speed auto, Trans Am package added, very low miles - 15,600, leather interior, T Tops, air, cruise, great stereo, new tyres, just serviced and safety checked. Cars in this condition are hard to find. Was imported by a collector in Victoria, and has had very little use., .. QLD. DIY942953. **0439 396 900. 07 3886 6901. \$40,500**



FORD FAIRLANE 500 SEDAN

Very rare car in Aust. Ontario factory built, RHD, Auto. Drives well, still a head turner even with original paintwork & chrome. Straight body, no bad rust. Re-powered with a good 351 Clev motor, 4 barrel Holly, 9" diff, 84,700 miles. Good chrome work, seats, tyres & Pioneer radio/Cd. Needs door rubbers & trim. On club plates., .. NSW. DIY942958. **0418 656 515. \$25,500**



CHEVROLET BEL AIR SEDAN

1957, 283 V8 turbo glide transmission, new brakes front and rear, runs and drives. Comes with import approval papers for registration. Needs a new owner for restoration or keep it patina for old school cruising. 99,623 kms., .. SA. DIY939649. **0451 770 490. \$35,950**



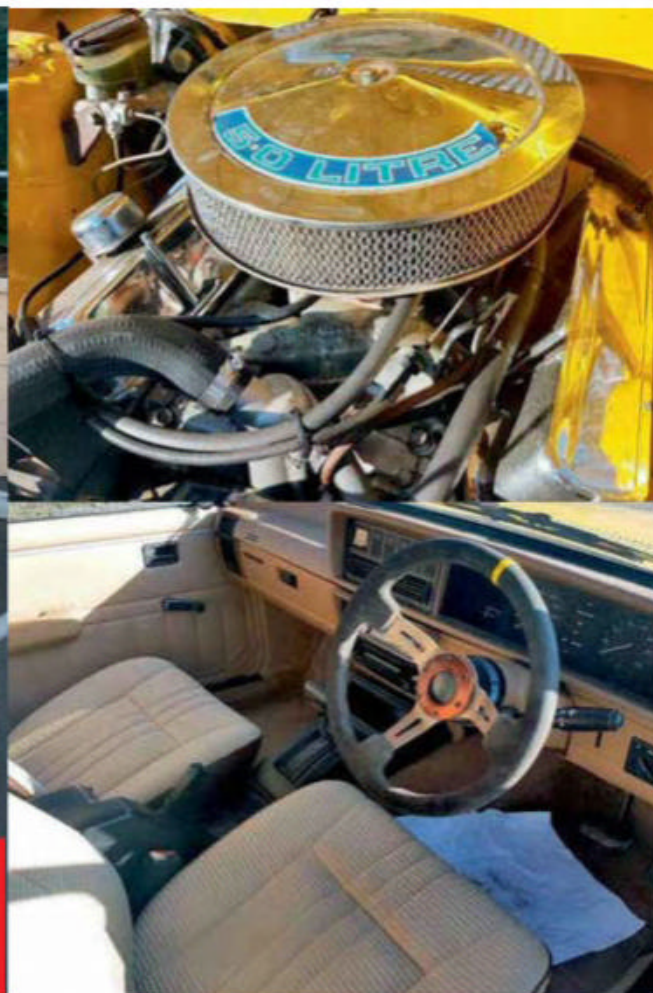
\$42,000

HOLDEN SANDMAN WB TRIBUTE PANEL VAN

1982, Rust free body in white 2 pac (sprayed 4 yrs ago) ground up resto over 4 half years Everything on van is brand new Hot 253 big cam just ran in Shift kitted Trimatic Rebuilt diff new GTS wheels on new rubber GTS steering wheel GTS dash New retrimmed seats with blue stitching. cabin Rear trimmed in black crushed velvet new carpet leather door trims with blue piping new locks new radiator new twin au thermo fans new 2.3/4 exhaust to Chevy dump style new front end new shocks new full body rubbers new tint new 650 Holley new trans cooler new brakes new discs new brake lines new booster new master cylinder new roof lining custom archway with speakers led lights Jump in and drive away., .. QLD. DIY940228. **0468 780 650. \$42,000**



\$22,000



HOLDEN COMMODORE VB SEDAN

1979, The VB was the first Holden Commodore ever built. 1979 VB Commodore currently fitted with a 5 litre 308 (originally a 253 4.2 V8), good all round condition, Simmons wheels, fully reconditioned gearbox, recently serviced, great cruiser, enjoy and have fun whilst appreciating in value, currently on club/historic rego/plates (not transferable). To keep a Historic vehicle including club membership, rego and Insurance costs less than \$500 per annum, .. NSW. DIY940231. **0415 221 082. \$22,000**



\$38,500



HOLDEN COMMODORE SS HDT VK BROCK

1984, GPA LE Group 3 Bluey Tribute When GMH Australia released the VK, Peter Brock knew this was going to be his legacy as the ultimate all-round street car. With its unique Formula Blue paintwork and menacing stance, no other Australian built car is more noticeable amongst the flock. With all the hard work done to this outstanding example it would be a challenging task to find a better package. This is a get-in, turn-key and drive car in perfect condition, which has plenty of power long with the economy of a Camry. I have owned this VK Commodore for 13 years, it has had a ground up rebuild, 2-Pack respray. The body is in fantastic condition with zero rust. It has Brock LE Gp3 HDT spec bonnet scoop, rear boot spoiler, side skirts and door deflectors, rear bar extension and front air dam. A replica custom long range fuel tank has been prefabricated to BROCK specs. This vehicle is currently on club plate, and is to be sold as is with 12 months full reg and RWC. Sorry, no test pilots Asking \$88,500 will consider trades with cash up or down., .. VIC.

DIY940213. 0419 351 360. **\$88,500**



\$7,400

HOLDEN GEMINI TE SEDAN

1980, 1 previous owner, ex cond, always serviced, garaged, radio, heater etc, 79,900 kms, ex good club reg, RWC, no rust. Phone 03 5464 1034, .. VIC. DIY940217. 0409 173 461. **\$7,400**



\$75,000

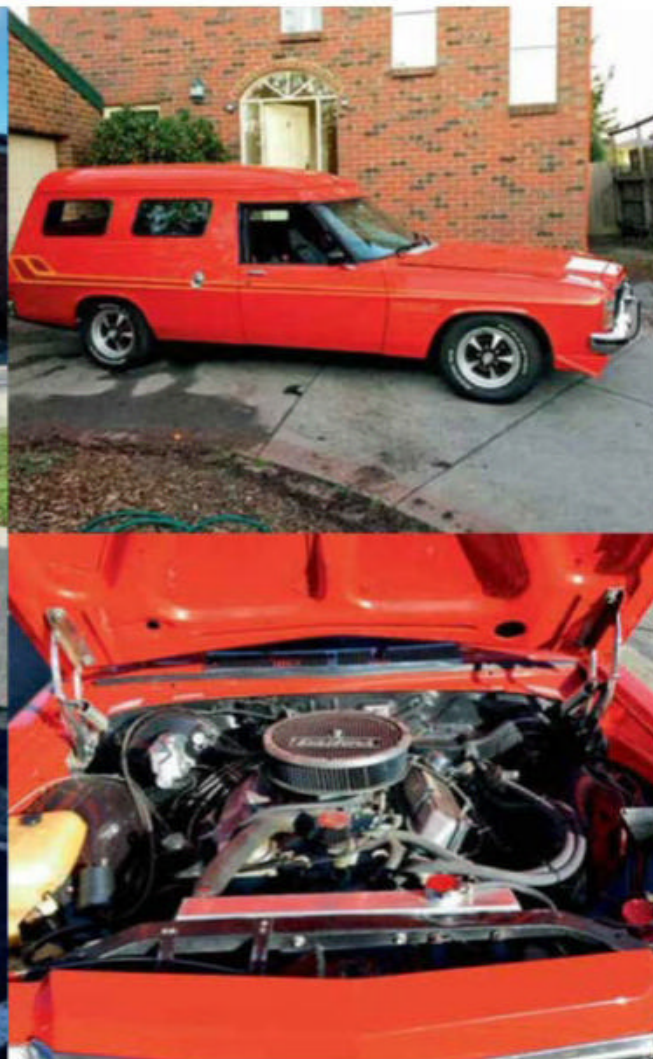


FORD MODEL 40 TOURER

1932, Fuel inject 350 Corvette, turbo 700, 4 spd auto, Mustang diff, independent front end, 4 bar, coil overs, air condition, has electric door, poppers electric windows and das, leather trim, billet specialty wheels, top driving hot rod, good family rod, .. NSW. DIY940202. **0417 417 868. \$75,000**

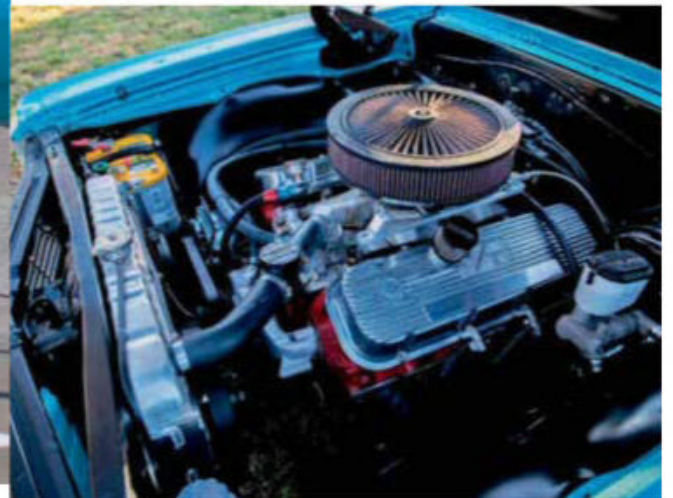


\$42,000



HOLDEN SANDMAN HZ PANELVAN TRIBUTE

1978, Regrettable sale, Sandman tribute, New paint job GTS mags, BF Goodrich T.A, full head lining, 308 V8 (not matching) Auto, Alarm system. Drives really well. Have video if requested. Will sell with Road worthy of negotiate price if sold with out, .. VIC. DIY940206. **0419 468 608. \$42,000**



\$39,950

CHEVROLET EL CAMINO UTILITY

1965, 454 4 bolt BBC, T400, 10 Bolt Diff rebuilt incl new rear brake drums, shoes and hydraulics, big front discs with master vac booster, Dakota digital dash, retro radio, Artesian Turquoise paint, new chrome & stainless, glass, rubbers, all new wiring, new interior, USA Craftec lid, American Racing Wheels (Daisys 17x7 & 17x8), alloy radiator and Spal thermos. Looks and cruises great. Car currently on Vic Club Permit., .. VIC.

DIY939665. 0400 912 211. **\$39,950**



\$90,000

CHEVROLET IMPALA

1963, 63" Impala Convertible On Air Ride. Canvas Elec Top with Glass Rear window. Rebuilt Alloy Head 400CI. 700 Tranz with stall. 9" No Spin Rear End. Split tail shaft .4 Wheel discs on Hydroboost Brake System. Kays Tubular Front end. Corvette Power Steer. Digital Dash. Tilt Column. Cruise Control. Elec Bench Seat. Delux Interior. 10K Sound system. This is a Drivers Car: Built to Cruise Anywhere with Reliability and

Comfort., .. VIC. DIY939667. 0418 997 708. **\$90,000**



CHEVROLET CORVETTE Z06

2006, Full driveline rebuild. Forged Engine producing 533kw at the flywheel and 442kw to the rear tyres N/A. E85 fuel. Carbon prop shaft. RPM transmissions transaxle. Big dollar build no expense spared., Unruly. QLD. DIY935544. 0437 935 922. **\$95,000**



MERCEDES-AMG CLK 55

2005, Low Klm 93083, in excellent condition, new tyres, late model bimodal exhaust and brakes, very fast but easy to drive, full service history, 1AX9QS. VIC. DIY934709. 0407 776 676. **\$44,000**



PONTIAC FIREBIRD Trans Am

1995, Good condition, no leaks in roof one owner last 18 years, me, VVO 67. QLD. DIY928250. 0428 121 385. **\$40,000**



FORD XY GT UTE REPLICA

1971, 1,700 Miles. Bare metal rotisserie build. 351C FMX auto with 9" Tru-Trac diff. RRS suspension + power steering. No expense spared, 69434H. VIC. DIY937004. 0418 524 101. **\$68,000**



ASTON MARTIN DB 2/4 MK1

1954, Fully restored. MK1. Final restoration completed by Gerrard Miller of Marque restorations SA comprehensive documentation & photographs of ground up restoration & full engine rebuild. Comprehensive history folder. Original tool roll, WKC 966. SA. DIY857089. 0427 400 179. **\$400,000 Reduced NEG**



HOLDEN HQ UTE

1972, 400 Ci Small block Chev. Seven speed manual. Eleven inch discs all around. 6,000 miles since full rebuild. Too many new parts to list. WA Reg., 7LM400. WA. DIY942408. 0414 905 141. **\$36,000 ONO**



FPV GT F FG

2014, Has been an absolute pleasure to own and drive this car but unfortunately its time for it to go to a new owner. Will come with a roadworthy upon sale, also have the GTF car cover and leather booklet with authenticity paperwork, Gtf264. QLD. DIY928704. 0428 281 798. **\$90,000 ONO**



FORD FAIRLANE NL

1996, Fairlane Ghia immaculate original car, service books 2 owners 45,900kms. Reg till June 2019 & RWC, nuh 112. VIC. DIY907258. 0457 916 996. **\$9,500 ONO Reduced**



MERCEDES-AMG CLK W208 CLK55

2002, Immaculate condition inside and out. Hand built 5.4lt V8. Serviced every 6 months (2000km). Drives like new, brilliant performance. Will not disappoint. No time wasters., 127 VRJ. QLD. DIY939559. 0406 687 839. **\$19,990**



FORD CRESTLINE Victoria

1954, Crestline Victoria brought in from the U.S. approximately 15 years ago. The vehicle was restored, painted from bare metal and includes new Chrome bars. Power Disc brakes, a 239 Y block engine, runs great. New wire harnesses have been completed for the entire car. Currently on Club Registration, TOP 54. QLD. DIY937688. 0418 377 997. **\$40,000**



HOLDEN PREMIER EH

19,880 Miles, Nasco venitions, spats. Best EH Holden premier in the country. Its a manual all original, never been touched. Have proof of Mileage. Second owner for the past 40 years, VC1307. TAS. DIY766767. 0405 077 570. **\$60,000**



FORD CLUB COUPE XB

1973, My supercharged xb fairmont coupe painted as GT coming on the market later this month. A few highlights: procharger, full msd \$10,000 fuel management, 530hp 600nm at 6psi, IGE boost management system, modern brakes, steering, suspension and shock, no mods to body, cammed and intercooled. no creaks or rattles. std three speed but comes with spare quick shifter and a few bits n pieces. nut and bolt resto. not matching numbers, was tropic gold now apollo blue but missed by a shade. the paint was so good i didnt bother correcting it. 8 coats of clear ceramic mean scratches just buff out. all receipts. Best offer over \$120,000., 071WFG. QLD. DIY939567. 07 3881 6226. **\$120,000**



LOTUS SUPER SEVEN Mk 4

1978, Fabulous and fun sports car. Rare and collectable car with original Lotus twincam engine., 77809H. NSW. DIY938168. 0400 747 767. **\$38,000**



NISSAN SKYLINE GTR 32

1994, GODZILLA in excellent unmolested condition. Drives tight and smooth. One for the fussiest collector. Situated in Brisbane region can assist to get to transport, 439YIT. QLD. DIY938098. 0498049365. **\$75,000**



FORD MUSTANG K-Code Fastback

1965, FORD MUSTANG K-CODE FASTBACK
1965 All numb match, 61000gen miles, resto completed 2011, multiple concours awards, rare factory carb & fuel pump, arvinode exhaust, world K-Code registry, 65HPO. QLD. DIY938772. 0413 491 814. **\$118,000**



PORSCHE 944 TURBO

1986, COLLECTABLE, Fastidiously maintained and cared for. Hardly driven for the last 2 years. Garaged for the last 20 years., YJG94W. ACT. DIY938741. 0429 594 816. **\$52,500**

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MORRIS TRAVELLER
1969, Classic 1969 Surf Woody, 69 WDY. QLD. DIY938008.
0435 122 125. **\$35,000**



FORD ROADSTER
C&W composite body, McDonald Bros Floating Hubs, Lewis chassis, Rod Tech front end, Triangulated 4 bar rear end, Rodwell Windscreen and soft top, 302 V8, 9" G Force Billet Locker. Plates negotiable., bos32. QLD. DIY940493. 0418 555 998. **\$69,000**



PLYMOUTH BARRACUDA
1973, 26,550 miles. 6 pack inlet manifold, 727 Trans, power steering, sports dash. LH Drive3. New wheels & tyres. New brakes, carpets & radiator + more., REB340. SA. DIY939125.
0418 800 683. **\$65,000 ONO**



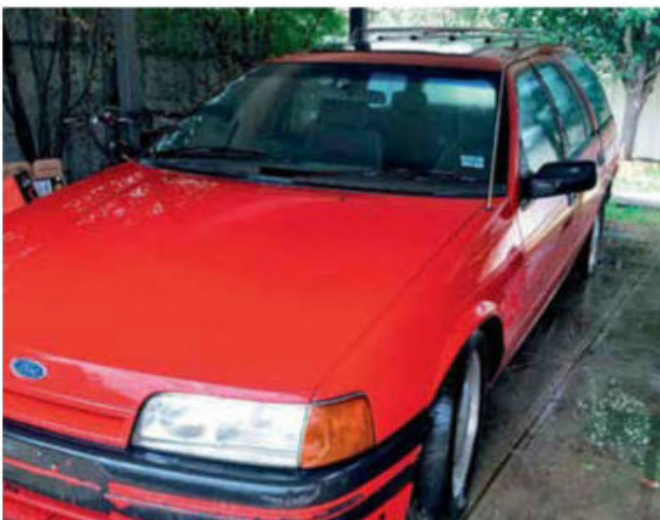
HOLDEN HG GTS
1970, July 1970 HG GTS Monaro - Stand out car, genuine sale, SIKNESS. NT. DIY938167. 0408 327 819. **\$98,000 ONO**



CITROEN CX 2500 ie
1984, Unique car in Immaculate condition. Fully done from bare metal automatic, fuel injected, auto, electric windows, dual A/C, 334ylg. QLD. DIY935948. 0438 352 966. **\$17,000 ONO**



HOLDEN HG
1969, HT HG Wagon top condition., Olden 69. WA. DIY942018.
0458071942. **\$40,000 Negotiable**



FORD PETER BROCK EA
1989, Rare one of a kind PETER BROCK 1989 Ford EA wagon suit collector, 0. SA. DIY922597. 0401 383 198. **\$20,000**



FORD FALCON XY 4X4
1973, Same owner 40 years. Challenger canopy. Lots of work done + Spares, 818CGM. QLD. DIY942411. 0418 185 779. **\$24,500**



MERCEDES-BENZ E220

1995, Economical 2.2lt 4 Cyl auto, End of series, Aus delivered and books. 191,000kms. 1 family owner for many years. always loved and garaged. A/C & Electric sun roof. Reluctant sale. Future collectable classic., TYR333. VIC. DIY941909. 0412 209 994.

\$10,000 Neg



TOYOTA CELICA

1983, 2lt ST auto. Red convertible. Factory elec roof. 1st owner Channel 9 TV star. Well Loved and always garaged. Over drive, A/C. On club plates. A very desirable investment. Rare pop up Headlight model. Great fun car!, 84441H. VIC. DIY941911. 0412 209 994.

\$7,400 Neg



FORD MUSTANG Mach 1 390 big block

1969, S-Code Mach 1 restored C6 9 inch diff MSD dizzy new floors and wiring loom. QLD full registration until recently. Open to offers and swaps with money my way, 9R0S110261. ACT. DIY936138. 0409 811 285.

\$80,000



FORD FALCON AU II XR8 TICKFORD

2001, Very rare. Herrod motorsport enhanced from new. 5Lt XR8 Tickford motor is very strong. Car is in excellent original condition. No oil leaks. Drives like brand new. Will always go up in value, .. VIC. DIY925551. 0423 664 273.

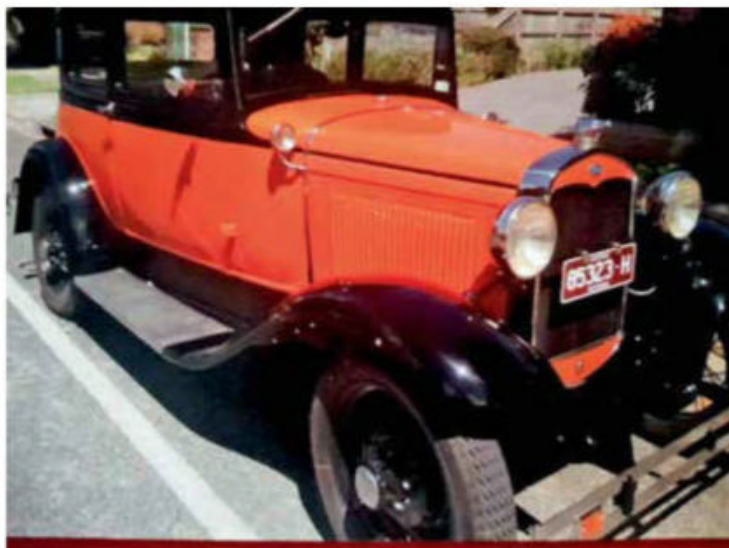
\$15,000



PONTIAC BONNEVILLE

Very Rare Car - Only 3 known of in Australia of this year model, pmd65. QLD. DIY930007. 0408 989 131.

\$55,000



FORD A MODEL Victoria

1931, Victoria., Club Rego. VIC. DIY942818. 0407303355.

\$35,000



HOLDEN UTE Cross Trac 2005, Holden V6 Cross Trac ute. Very very good condition collectables item, 6G1ZM03B55L445652. NSW. DIY930823. 02 6677 1404.

\$18,000

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or call 1300 362 272



AMILCAR C4/CGS 1925, Aluminium-bodied classic French voiturette with supercharged engine. Fun and sporty with four-wheel brakes and bucket seats, C4021. NSW. DIY929226. 0420 722 611. **\$27,500**



BEDFORD CF SWB 1977, 350 Chev 010 block, Turbo 400 auto, Ford 9" converted to Holden stud pattern, .. QLD. DIY929216. 0438 052 178. **\$16,000**



ROVER P6B 1 1969, Barn find. Very original with little rust. Not started for 15 years, so needs total rebuild. Rear leather seats hardly used. Some spare parts would be available to the purchaser, unregistered. VIC. DIY776324. 0415 323 604. **\$2,000**



FORD F5 1948, Ford F5 1948 Model pickup., NED KELLY. QLD. DIY929995. 0419 686 908. **\$40,000**



MERCEDES-BENZ 300SE 126 1987, 2 Owner Rare Colour Sunroof Electrics Mechanically perfect Air Cond Sheep Skins Books REG/RWC, 1HM1BL. VIC. DIY929354. 0490 103 603. **\$7,300**



HOLDEN KINGSWOOD HG Holden Kingswood HG mint condition. All original, Ptx658. QLD. DIY929263. 0418 487 932. **\$35,000**



MG B 1967, Classic white MGB, always garaged. Good condition and drives well. Twin SU carbs, Celica gearbox and inertia wheel seat belts, UBR167. NSW. DIY935939. 0418 422 324. **\$13,800**



CADILLAC COUPE DE VILLE 67 Cadillac Coupe De Ville, S 50783. QLD. DIY935947. 0439 039 661. **\$31,750**



BUICK RIVIERA 1971, Beautiful Award winning car, Jan/2020. OV. DIY935937. 8057052605. **USD 42,500**



DATSUN 520 1968, Custom Datsun 1300 ute, NA. VIC. DIY933617. 0422 958 662. **\$10,000**



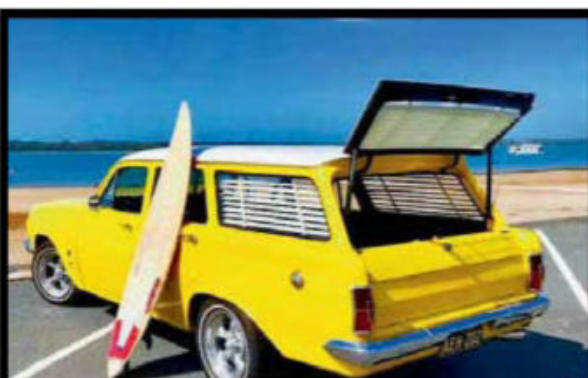
MERCEDES-BENZ 190 Finny 1963, Lovely 2 owner car, full Mercedes log book history, come with books and tools, No. WA. DIY933591. 0455 325 887. **\$9,000**



CHRYSLER VALIANT VE 1967, 318 V8 with mild cam, very good condition, nil. WA. DIY930040. 0400 091 541. **\$28,000**



FORD FALCON XP 1966, Low mileage original car. Third owner with original owners manual and sales brochure. Needs abit of work but car original and complete. Good overall condition with rust in the most common areas, N/A. WA. DIY930586. 0426 959 375. **\$5,500**



HOLDEN EH Special 1964, EH Special "Surf" Station Wagon, AEH202. QLD. DIY923301. 0408 685 908. **\$28,999 ONO**



AUSTIN A50 1955, Austin A55 Ute fully restored, HRC41. NSW. DIY933629. 0411 230 277. **\$4,900**



LAND ROVER OTHER Over 14 Landrovers for sale. Would prefer to sell as lot but can separate. Some runners. Unique garden art or parts., -. NSW. DIY931428. 02 6677 1404. **\$100**



ALFA ROMEO ALFETTA 116 1978, Australia's best Alfa. Has been kept in excellent condition, full ground restoration, Veesik. QLD. DIY930895. 0417 487 208. **\$55,000**



RENAULT CLIO RS 2010, Tarmac Rally Car. CAMS full cage. OZ wheels, 1DPQ336. WA. DIY930870. 0431 603 308. **\$32,500**



HUMMER H2 2004, 15 SEAT STRETCH HUMMER. Runs well. good money earner., XQ59AX. QLD. DIY942835. 0422752752. **\$99,000**



PONTIAC GTO Factory Convertible. Left hand drive, insured with Shannons, policy available for viewing to serious buyers 400 Cl - 400 Turbo Auto, 10 Bolt Rear Power - Disc Brakes, etc. GO & SHOW, Comes with Lots of Extras including New Convertible Top still in box. Only 1 in WA as far as we are aware. Selling Due to New Business Adventure, 70 GUZZLA. WA. DIY942827. +61423680696. **\$70,000**



FORD FAIRMONT XC 1978, Factory 351, 4 speed manual, verified by Ford 1 of 2 Coupe, 80894H. VIC. DIY917764. 0409 233 815. **\$110,000**



HOLDEN STATESMAN 3 1998, Rubens Mica 1998 VS Statesman series 3, 3.8L V6, auto, cruise control, air, air bags, power windows, central locking, grey velour interior, S551AHC. SA. DIY942926. 0418821298. **\$1,800**



CHEVROLET G20 1988 Chevrolet Starcraft Van GT series. 6.2L V8 diesel LHD. Exc condition. Original 72,000 miles. 7 seater Lots of new parts, Not registered. QLD. DIY832340. 0488 431 338. **\$24,500**



VOLKSWAGEN BEETLE 1303 1974, Manual. Full restoration about 8 years ago. Mechanically good condition and very reliable and fun to drive car. One minor dent on drivers door, otherwise perfect paint and body. Registered to 2019, SW0805. NSW. DIY859457. 0410 467 308. **\$11,999**



VOLKSWAGEN KARMANN 1977, One owner, rust free car from California in good running condition. All original no modifications has a fuel injected engine, 1572060320. VIC. DIY840152. 0403 381 686. **\$26,000**



FORD F1 Pickup 1948, Chopped 3", stretched 4" All Steel. near new crate 350, Trans and 3.08LS. Sits on 82 Chev chassis. Tough Truck., club-non transferable. VIC. DIY937298. 0452 421 595. **\$52,000 inc GST**



CHEVROLET CHEVELLE Malibu 1972, Straight, solid, clean original Texas built car, imported from California. 350/350, 10 bolt rear, newer driver quality paint, lots of new parts! nice interior, 350 motor, camel hump heads, strong cam, msd ignition and coil, and lots more! Has had a lot of time and money spent on it. \$39k obo., Import approval. ACT. DIY942764. 0402 665 873. **\$39,000**



GSM FLAMINGO 1964, South African Sports Coupe. Excellent condition, No. VIC. DIY880284. 0403 131 304. **\$28,000**



JEEP WRANGLER UNLIMITED Sport 2010, A 5 door convertible, 4x4 Offroader ...This 2010 built, low kms, Jeep Wrangler Unlimited Sport, 3.8L V6, manual is a cracker...What more can you ask for!?, 992rgc. QLD. DIY923304. 0410 392 035. **\$19,800**



CHEVROLET CAMARO 1968, V8 Coupe. One owner car, 327 motor, Turbo 350 transmission. Complete original car, 124378L. SA. DIY412290. 0432 733 832. **\$43,000**



HOLDEN MONARO CV8 2004, Pacemaker extractors, mild cam package, otr cold air, VGC, GTO bonnet plus original bonnet, engine cover signed by Peter Brock. No swaps or trades. Thanks for looking, red350. QLD. DIY916775. 0477 181 811. **\$35,000**



CHEVROLET CORVETTE STINGRAY 1967, last year roadster, perfect restored condition, matching numbers. 327 4 speed manual, 7103670. NSW. DIY919442. 0412 115 599. **\$150,000**



FORD A MODEL Sport Coupe Hot Rod 1928, 8BA Flathead/C4 Auto/Centura diff. Alloy heads & triple intake. Starts, runs, drives and stops as it should. LH9 QLD Rego. Excellent body, paint & upholstery. All steel fresh car, NHC059. QLD. DIY880986. 0400 861 634. **\$67,500**



PUMA GTE 1971, 1600. South American production car. All fibrellass body. Restored car, No. VIC. DIY880283. 0403 131 304. **\$15,000**



DAIMLER DS420 2 1970, Unique British Limousine, same model still being used by Royal Family, 454XSZ. QLD. DIY917413. 0401 393 184. **\$31,500 Incl GST**



BMW 528i 1983, BMW 528i 4 door auto. New belts, oil and filters, new front tyres, 7597778. VIC. DIY926415. 0477 871 185. **\$4,500**



MERCEDES-BENZ ML320 W163 2001, Luxury (4x4) W163 Auto. Safe, Reliable, Comfortable, looks good inside and out. Tinted windows, Satellite Navigation, Reversing Camera, Electric Sunroof and mirrors, Electric Leather seats, AirCon, Cruise control, Airbags, CD player, Park Distance Control Rear, Owners Manual. Passed RWC pre-inspection. May need tyres. Everything else done. Reg to 27NOV18., QZH022. VIC. DIY912087. 0429 665 529. **\$4,950**



CADILLAC FLEETWOOD 75 1963, RARE - 1963 Cadillac Fleetwood Series 75 Limousine - 9 Passenger, Blue, ZCY754. NSW. DIY937326. 0421 255 666. **\$39,000**



MALLOCK U2 MK 2 SPORTS 1960, Ford 105E. 1000 Historic racing sports car. 1960 Log Bok COD. World rare only 5 left, .. VIC. DIY880291. 0403 131 304. **\$35,000**



FORD FALCON 500 XT Wagon. Same owner for over 50 years, meticulously looked after and always garaged. Negotiable, EXJ296. NSW. DIY831733. 0405 567 341. **\$33,000**



LOCOST SUPER 7 Super 7 2007, Built by owner 2000 litre Corolla engine club plate beautiful car, 00717h. VIC. DIY942985. 0433540140. **\$20,000 20000**



TOYOTA AVALON Grande 2000, Excellent Toyota Avalon, Bb11hj. NSW. DIY942802. 0418493455. **\$4,800**



MAZDA 929 1984, All original. Rego til March and ready to drive. Rare find, good project car. Roof racks, CJ00RX. NSW. DIY939942. 0425 323 263. **\$3,000 ONO**



HOLDEN WB 1984, 1984 Statesman Caprice WB ute, XXX000. QLD. DIY939928. 0405 593 982. **\$15,000**



HOLDEN FB 1961, FB Ute with original Lowline canopy No Rust, UCL 265. SA. DIY939895. 0407 008 806. **\$32,000**



HOLDEN WB 1980, 1980 Statesman Caprice, 8ck931. WA.
DIY920513. 0488 376 838. **\$30,000**



HOLDEN FJ 1956, This FJ ute is one of the last built in 1956. Genuine 68,000 Miles (NSW country vehicle from new). Paint: Surf Green. Original Grey motor, Gear box and Diff all Totally rebuilt, FJ UTE. VIC. DIY891427. 0418 125 105. **\$120,000**



HOLDEN COMMODORE SS VX II 2002, Looking for a car with performance & class? Then look no further than this 2002 Holden Commodore VX series 2 SS. Serviced on a regular basis & mechanically in perfect order inside out. Just had a major service. Exterior is immaculate with new paint & custom touches. Black Leather interior is in fantastic condition & immaculately clean, BB093H. SA. DIY839714. 0410 613 129. **\$19,990 ONO**



TOYOTA COROLLA KE55 1979, Good original condition. Front seats have been re-upholstered. Reset springs, new shocks, tinted windows. Not many of these around., CJ23XS. NSW. DIY942819. 0429372271. **\$5,800**



CHEVROLET FLEETMASTER 1947, Rat Rod. Beaut entry level Hot rod, Club Rego. VIC. DIY917951. 0488 551 032. **\$43,000**



HOLDEN EJ Sedan 1963, Good condition inside and out, healthy grey motor, 3 speed manual, drives well. Full rego till Sept, UKD874. WA. DIY942821. 0417200468. **\$20,000**



FORD FAIRLANE 1987, Genuine 38,004kms, Sun visor. Venetian blind, .. NSW. DIY891752. 02 6721 4149. **\$25,000 ONO**



FPV SUPER PURSUIT BKM II COBRA 2007, Ute 007 of 100 ever made. Limited edition. Rare vehicle. As new, never driven. 57kms only, FPVP7J49997. QLD. DIY863954. 0424 521 441. **\$80,007**



MAZDA 323 ASTINA HATCH 1992, Automatic air con fantastic original condition sports saloon interior like new no rust in body fully licensed W.A, UNP323. WA. DIY942904. 0409 376 372. **\$5,000**



MERCEDES-BENZ 300SE W112 1964, 1964 Mercedes-Benz 300SE Cabriolet RHD For Sale, 73574H. NSW. DIY922464. 0412 115 599. **\$585,000**



BUICK SPECIAL 8/40 1947, BUICK HEARSE 1947 Straight 8, Olding Coachcraft, RIP047. QLD. DIY912017. 0416 220 457. **\$50,000**



ROVER P5 1964, 3 litre automatic. In good mechanical and body condition. Paint and chrome good, B7564. WA. DIY926246. 08 9776 1775. **\$5,950**



FORD CORTINA PERANA GT 1967, V6 3000. Sth African Limited build production car. Restored condition. Super rare, .. VIC. DIY880293. 0403 131 304. **\$29,900**



GSM DART 1958, ALFA. South African production L/W sports car. 605 kg, No. VIC. DIY880286. 0403 131 304. **\$16,000**



FORD XR8 FGX V8 2016, One very special Ford XR8. One of only 26 made to this spec - Aero blue, supercharged Coyote V8 - 6 speed factory close ratio Manual transmission - travelled only 5500 kilometres. \$63,000 including factory extras and personalised number plates finished in brushed stainless. First registered in January 2016. Still under new car warranty, 335 XR8. QLD. DIY916094. 0412 765 544. **\$63,000**



ALFA ROMEO SPIDER 2004 20 JTS Convertible VGC
72000km 5 speed MANUAL Aircon RWC 5 month Rego All
service books. New shockies, new springs, new
speakers, new tyres Very nice car!, ... QLD. DIY910419.
0488 431 338. **\$6,000**



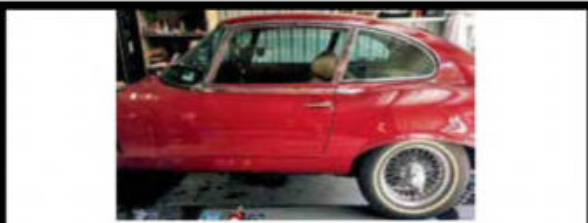
CHEVROLET MASTER 1939, 2 door, 350ci Chevy engine,
turbo 350 trans, 4 wheel disc brakes, a/c excel cond,
Sly39. QLD. DIY923198. 0427 180 956. **\$55,000**



NISSAN 300ZX Z32 1993, Australian Delivered in
Excellent Condition, 94934-H. VIC. DIY937800.
0407 642 662. **\$15,950**



JAGUAR MK1 1958, Beautiful Mark 1 Jaguar in excellent
condition. You will not find a better one of these iconic
cars anywhere, 60512H. NSW. DIY939434. 0488 559 901.
\$30,000



JAGUAR E-TYPE fixed head coupe 2 + 2 1971, This 1971
E type Jaguar is a fixed-head coupe (2+2), the first of the
V12 E-types and the serial number indicates it is a factory
left hand drive and converted to right-hand drive. The car
has had some restoration work performed, with a repaint
in fair quality and the chrome, upholstery and trim all in
great condition. This E type had a conditional registration
and was only used to take on rally days with the jaguar
club. Please call to make an offer., 61197-H. NSW.
DIY939431. 0419 018 283. **\$100,000**



MERCEDES-BENZ 200 W21 1935, Produced between
1933 and 1936 and is powered by a small capacity
side-value 6 cylinder engine. The car has undergone
some restoration work, including bodywork and
chrome. The interior, including dash, seats, trim and
carpets plus the hood have been removed to be restored
and are included with the car. it is beleived that the car is
mechanically complete but has not had any mechanical
refurbishment undertaken. This classic beauty is ready
for its final restoration to make it road ready. Call to make
an offer., 102131.791.115.201. NSW. DIY939425.
0419 018 283. **\$200,000**



MERCEDES-BENZ E500 2004, This Mercedes-Benz sedan
is the elegance trim package and has the largest engine
available, a 5-Litre V8. The car is in good condition
throughout, with only minor stone chips and blemishes.
The interior is in beautiful condition and the rims only
have light scuffing. The car is in original, unmodified
condition. Always had regular servicing. Please call to
make an offer., DFD13A. NSW. DIY939444. 0419 018 283.
\$20,000



MERCEDES-BENZ SLK55 AMG 2008 model, 38000kms.
Comes with 4.5 years complete warranty, Wtf792. VIC.
DIY910303. 0499 220 390. **\$51,990**



MERCEDES-BENZ E250 2013, This late model
Mercedes-Benz E250CDI coupe presents well and has
been evidently been well maintained with regular
services from a Mercedes dealership. It is in original,
unmodified condition with very little wear to the interior
and has low mileage. The duco is in good condition with
just a few minor stone chips and the alloy wheels have
only minor kerb damage. Please call to make an offer.,
CX90U. NSW. DIY939438. 0419 018 283. **\$70,000**



JAGUAR MK X 1965, Black with pale blue interior. In first
class condition, used as wedding car. Well maintained &
totally reliable. All receipts & invoices available. Past
award winner in Jaguar Car Club Concourses. Call for
more details & photos, NMT 864. VIC. DIY808345.
0412 347 408. **\$32,500**



TRIUMPH STAG 3LT V8, AUTOMATIC TRANSMISSION,
POWER STEERING (RECONDITIONED STEERING RACK)
ELECTRIC WINDOWS, HARD TOP/SOFT TOP ROOF
VARY GOOD CONDITION, 68376h. VIC. DIY942815.
0419871413. **\$16,500**



FORD MUSTANG 1965, Immaculate one owner genuine A
Code convertible. Full nut & bolt restoration. All original
sheet metal. 3 spd manual. Show quality car, investment
grade asset, 5F08A340062. SA. DIY888463. 0412 052 232.
\$77,500 ONO



FORD MUSTANG ROUSH JACKHAMMER LIMITED EDITION
2019, 1 of only 10 in Australia. Under 3000 km on the
clock. Full Roush supercharger kit plus alot more giving
you 580kw matched with 920 Nm of torque. Power with
class, 841YIM. QLD. DIY937145. 07 5502 6711.
\$120,000 ALL OFFERS OVER \$120,000 CONSIDERED



FORD FALCON Wagon 1968, Good honest car, reliable
cruiser. Has rust in tailgate and bottom of two doors,
usual spots... In-line six, 3 speed manual, new tyres,
great interior for its age, everything works., UF0100. WA.
DIY942822. 0417200468. **\$20,000**



FORD FAIRLANE ZJ 1981, Good original condition. Very
tidy velour interior (camel). Grand comfortable car to
drive and to travel in. Full NSW rego expires October
2019. Car is complete and running., CR57UI. NSW.
DIY942820. 0429 372 271. **\$9,000**



FORD MUSTANG GT 2007, 4.6ltr supercharged V8. H/D 5 spd auto. Saleen body kit, S281 clone. True American Muscle Car. Reg till 2019, 07PONY. VIC. DIY803077. 0413 196 738. **\$52,000**



VOLKSWAGEN KOMBI Single Cab Lowlight 1972, VW 1972 Single Cab Lowlight Ute. 2.0 litre. Twin solex carbs. Fitted with boxed 8 pass oil cooler, KMB172. VIC. DIY937601. 0419 256 886. **\$17,999**



ASTON MARTIN DBS V8 1971, This is a one of 402 built Aston Martin V8 DBS automatics. The last model built under David Brown ownership and becoming very collectible world wide. Known as the Roger Moore Persuaders Aston Martin it is a very worthwhile investment., CLC30A. NSW. DIY942776. 0414321121. **\$224,000**



FORD FALCON EB 1993, XR8 SPRINT / GT (CLASSIC V8 MUSCLE CAR WITH A DIFFERENCE) This XR8 Sprint is unlike any Sprint you'll find out there, it presents like a new, 1 Owner since brand new in fact. Collectors item. Enhanced. Truly Superb, TBA. QLD. DIY919438. 0410 392 035. **\$27,500**



FORD GT 1969, 302 Windsor, new piston, bearings, mild cam, heads rebuilt, mild porting, chev valves, double valve springs, edelbrock hi-rise manifold, 600 Holly, new carpet, Gilmer drive belt, very good condition south Australia rego, S800BYF. SA. DIY937806. 0428617288. **\$30,000**



TOYOTA CROWN Majesta 2006, Type A. Only two owners since new with genuine mileage, excellent reliability and in immaculate condition, MAJSTA. VIC. DIY924819. 0421 370 940. **\$15,880**



ROVER 3 LITRE 1964, 3ltr manual Rover with disc brakes. 10k paint but needs to be finished assembly. Spare car for all parts including interior (will need recovering). New tyres. All assembled mechanically just needs all chrome and trim put on. Will be easy 20k car when finished. Have no time and too many cars, UNREG. NSW. DIY890104. 02 4423 5864. **\$9,000**



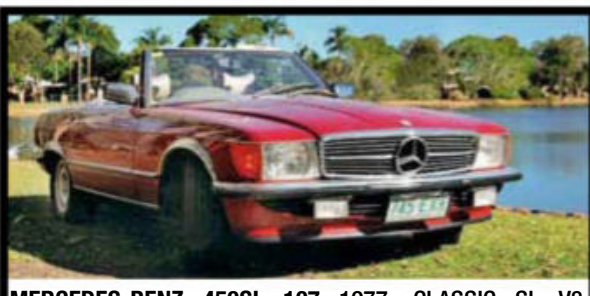
MERCEDES-BENZ 380SEC 1985, Coupe in excellent condition, UNREG. NSW. DIY890103. 02 4423 5864. **\$12,000**



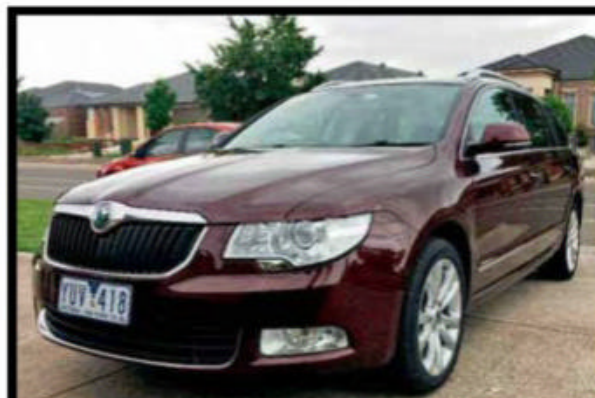
SUBARU WRX 1994, BAT555 is a tidy WRX with many modifications. Use as a daily driver or a week-end track car. Needs to be inspected to appreciate its value. Garaged in Parramatta area. Further info will be emailed on request, BAT555. NSW. DIY914627. 0415 225 720. **\$22,000 Negotiable**



HUMBER HAWK 1958, Excellent condition, runs well. Only selling due to owners health, 4366H. NSW. DIY917514. 0427 676 190. **\$10,000 ONO**



MERCEDES-BENZ 450SL 107 1977, CLASSIC SL V8 CONVERTIBLE.. A Collector's item, constantly admired during the 13 years Genuine 215,145 km - I've had a car enthusiast mechanic look after it the whole time and all receipts for servicing are available and most importantly, the original logbook! A great investment, All serious enthusiast offers around \$55,000 considered, 745 EXK. QLD. DIY916676. 0424 143 140. **\$55,000**



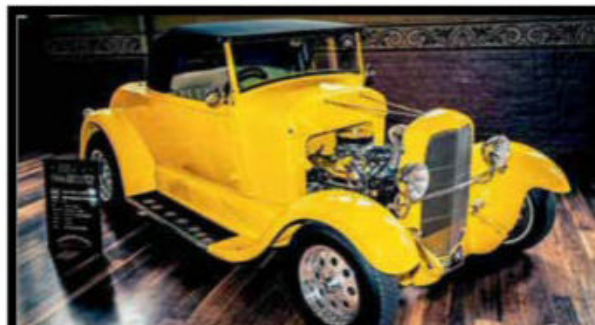
SKODA SUPERB TDI125 Elegance 2010, Wagon MY11. Diesel. 140,000kms. Call for more details, YUV 418. VIC. DIY841602. 0417 573 540. **\$10,500**



PONTIAC PARISIENNE 1964, Strong 350sbc, 2 speed powerglide, New shocks and springs, proline wheels/tires redone Interior, paint 5 years old, 485yqz. QLD. DIY943013. 0466246777. **\$24,500 Ono**



VOLKSWAGEN KARMANN GHIA 1967, Rust free car from Arizona [left hand drive] All original no modifications, runs very well. Just get in and drive and enjoy the poor man's Porsche, 147829624. VIC. DIY840035. 0403 381 686. **\$26,000**



FORD MODEL A 1928, Roadster - Immaculate condition inside & out - 302 Roller Cam Windsor - C10 - Leather interior With a Carson Roof, Very reliable and derivable street rod and a Very Regretful sale - For more information call Mark, .. VIC. DIY913212. 0418 582 866. **\$58,000**



FORD SEDAN 1936, 10,551 Miles. Older restoration. Has hydraulic brakes with power booster. Lots of new mechanical parts. Rare original. Lots of spares & Parts., .. VIC. DIY941736. 0411 146 608. **\$32,000**



CHEVROLET 210 4 DOOR SEDAN 1954, 307 V8 auto. Disc front brakes. Engineered in VIC. Good condition for age. Repainted some years ago., .. NSW. DIY941734. 0420 976 510. **\$20,000 ONO**



CADILLAC DE VILLE HARDTOP 1969, 4 dr hardtop in exc condition - low mileage., HIS1169. ACT. DIY942352. 0416 223 081. **POA**



CHRYSLER VALIANT REGAL Regal SE 1980, SE. Leather, aircon, pwr steer, floor shift auto, alloys, best of the last new paint, hood lining and carpets every option minus the V8, 88437H. VIC. DIY941876. 0466 050 111. **\$15,000**



ALFA ROMEO 105 1974, Vehicle has extensive rust - would require total rebuild - motor runs is quiet - has a blown head gasket., AR2414605. NSW. DIY941768. 0439 568 508. **\$5,000 ONO**



HOLDEN COMMODORE SS VE 2007, manual, cammed, head work, extractors, full xforce exhaust, new 3.7 kaaz diff, Approximately 119k kilometers, very well looked after ute, only selling as it's not appropriate for where I live (dirt roads), S464BVE. SA. DIY941741. 0422 792 517. **\$18,000 Ono**



FORD FAIRMONT XY 1971, 351 motor, 3 speed auto with B&M shift, just under 500 HP, Club rego. VIC. DIY923236. 0418 582 512. **\$54,000**



FORD FAIRMONT XP 1966, in good, roadworthy & registered condition, SI4650. TAS. DIY937606. 0400 482 119. **\$15,000 Negotiable**



BUICK RIVIERA 1972, Boatail rare to find very collectible nice clean original car drives perfect, buik. QLD. DIY941879. 0418 789 244. **\$37,000**



ROVER CLASSIC 10 1937, A little black and maroon beauty., 701143. VIC. DIY941992. 03 98089882. **\$5,500**



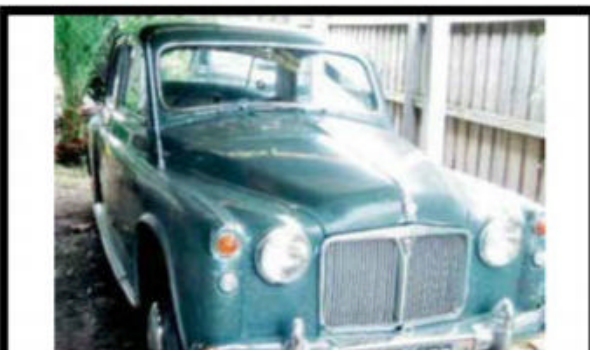
FIAT 850 Spider 1971, Beautiful Fiat Spider with desirable colour combination, elegant lines, convertible top, fully optioned and fun to drive, rare in Australia, Fiat 850. SA. DIY890839. 0412 052 232. **\$33,900 ono**



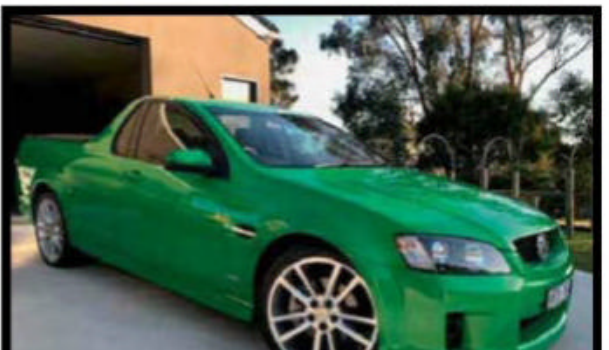
BUICK RIVIERA 1978, Owned car since 1997. Storage most of that time. Original vehicle in good condition. Drives well, 66215H. NSW. DIY921389. 0437 874 183. **\$10,000 ono**



CHEVROLET CAMARO SS Transformers edition 2009, Chevy Camaro Transformer package- Transformer stripes, Transformer centre console, Transformer wheel flare. sunroof, ambient lighting., BEE426. VIC. DIY941211. 0497 070 657. **\$70,000**



ROVER 100 1960, Poor man's Rolls Royce, 650005366. VIC. DIY941997. 03 98089882. **\$1,500**



HOLDEN SS-V Utility Extended Cab 2dr Spts Auto 6sp 6.0i, WFB-764. VIC. DIY941995. 0408 990 822. **\$26,800**



FORD FALCON Xe spack 1982, This xe is one of a kind. 1 of about 4 made to order for the armed robbery squad in melbourne . So it's the s pack t spec needs abit of restoration. So if sold as is i would take 50 . The motor had a rebuild about 20.000km ago, 123asd. NSW. DIY941225. 0411 787 450. **\$100,000**



MESSERSCHMITT KR200 1960, BUBBLE TOP, 1GB139. WA. DIY941222. 0418 910 810. **\$50,000**



BMW ISETTA 300 1960, Bubble Car just imported in WA, YAA654 UK. WA. DIY941219. 0418 910 810. **\$40,000**



CHEVROLET C10 Side step 1973, Shift kit turbo 350 hot cam 750 carby zz4 crate motor in it, Tufci0. VIC. DIY941347. 0435 848 162. **\$40,000**



MERCEDES-BENZ 170DA Four door saloon, diesel engine, motor runs, older restoration, needs finishing, .. NSW. DIY941336. 0401 077 716. **\$17,000**



DODGE ROYAL Custom 1955, LHD. Odometer 62378 Miles. Runs and drives great, a very rare unique classic, full of chrome., DODGE. SA. DIY941334. 0410 811 749. **\$26,500**



PONTIAC LE MANS 76 model pontiac converted RHD grand lemans, s 22669. QLD. DIY941360. 0484 651 531. **\$6,000**



CADILLAC FLEETWOOD 75 1958, Beautifully maintained, serviced regularly. Air conditioned. Right hand drive, CVL 2772. WA. DIY927492. 0481 504 816. **\$67,000**



LEYLAND MINI MOKE californian 1981, Challenge fiberglass canopy tinted windows lockable. Original log books 2nd owners. Galvanized body no rust New brakes, shocks, bushes, radiator and tires., 1ELE057. WA. DIY941358. 08 9385 6123. **\$30,000**



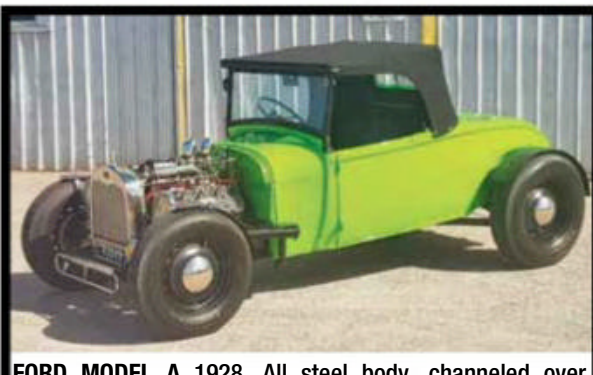
HOLDEN HQ Kingswood 1972, 202 6 cylinder, 3 speed manual, 20828 original miles, been stored for 23 years 0418 636 854 NSW, FL28856. NSW. DIY941422. 0417 212 165. **\$18,000 Neg**



CHRYSLER ROYAL AP2 1959, 313 V8. Tinted glass all around. Great car & drives well. In very good condition. Regretful sale. Some spares avail, .. SA. DIY941402. 0408 089 790. **\$18,000**



HOLDEN EH Special 1964, Manual Wagon, Not registered. QLD. DIY941363. 0421 380 760. **\$19,250 inc GST**



FORD MODEL A 1928, All steel body, channeled over original boxed chassis, Flathead V8, Offenhauer inlet manifold, twin Strombergs, Edelbrock heads, custom soft top, pinstriping + more, RODV8. QLD. DIY937609. 0412007351. **\$57,500**



FORD PROBE 1995, 1 Lady owner, auto, Very good condition. Great performance. Future collectors car, 1LL4LJ. VIC. DIY905812. 0419 874 553. **\$5,000**



DE SOTO SIX 1938, 1938 Desoto. Rego and Driving. Time machine must see. Perth, 1zz123. WA. DIY941580. 0416 899 896. **\$30,000**



MERCEDES-BENZ 350SE W116 1973, Lovely Mercedes 350SE V8 W116 Sedan, Australian compliance, runs beautifully, 3 owners from new, older restoration done in 2000 with photos and documentation., SC 1958. WA. DIY940684. 0468 780 958. **\$11,500 ono**



FORD MUSTANG 302 1967, Car been sitting in a garage for a grandfather who passed it to his grandson who never drove it. Low km with only 29807 on the clock. It is very well maintained and in fantastic condition inside and out with matching numbers. Accident free, 7R01C207445. NSW. DIY937611. 0406 194 286. **\$42,500**



CHEVROLET CORVETTE C3 1975, 1975 C3 corvette. Hot orange in colour. Ghosted flames on bonnet. Black interior. Unmolested car. Good condition, 479 TKU. QLD. DIY937608. 0412 754 044. **\$20,000**



FORD MAINLINE 1957, Front disc brakes 351 Cleveland C4 auto xy diff full bare shell restoration good chrome great cruiser, .. QLD. DIY940999. 0428 307 061. **\$50,000**



VAUXHALL ASX COUPE 1934, Extremely Rare Vehicle! Only 2 in Australia and less than 120 ever built!, 744XQM. QLD. DIY940819. 0404 282 871. **\$40,000**



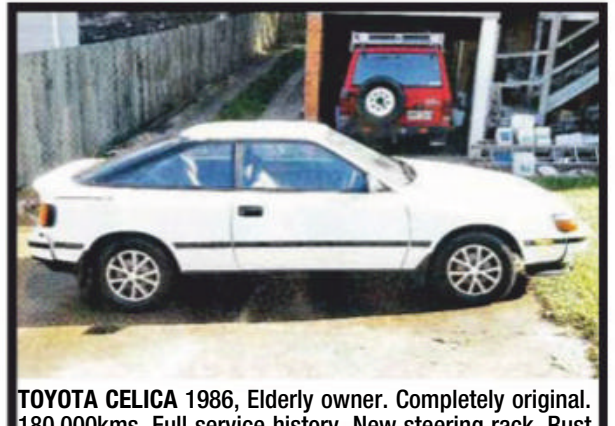
FORD F1 1951, Pick up, rebodied on a 1982 Ford Bronco chassis so it is 4x4, fresh 351 cleavland, manual with power steering. The truck is fully engineered, RWC and full vic rego., AXV008. VIC. DIY940747. 0438 529 227. **\$50,000**



OLDSMOBILE F38 1938, Very good order, club. VIC. DIY941051. 0410 541 920. **\$16,500**



FORD GRAN TORINO 1972, Left-hand drive 351 Cleveland motor. Registered in W.A., N/A. WA. DIY941045. 0400 334 834. **\$39,500**



TOYOTA CELICA 1986, Elderly owner. Completely original. 180,000kms. Full service history. New steering rack. Rust proofed since new. Excellent condition. No text messages please, .. QLD. DIY681845. 0409 198 225. **\$4,000**



MAZDA MX-5 NB 2002, SP turbo convertible. 100% stock original factory specification SP with no modifications. 3rd owner. Full service history and original documentation, SVQ605. VIC. DIY904057. 0418 304 080. **\$20,500**



HOLDEN COMMODORE VY 25TH ANNIVERSARY 2003, Genuine 8440 klm. Still has new car smell. Service records. 4 airbags. Reverse sensors. Collectors piece. Sell with 3 months rego. Phone afters hours. No emails or texts, VA405649. SA. DIY836031. 0407 714 289. **\$18,500**



AUDI S4 B6 2004, 4.2L 6 Speed Manual Bose Sound Recaro Seats 10 Airbags ABS EBD ESP Sunroof Sat Nav Bluetooth Reverse Camera The Ducks Guts, WAUZZZ8EX4A208174. VIC. DIY941207. 0414 773 335. **\$15,500 OBO**



FORD FALCON 1965, LHD 2 door post car, the model that never made it to Australia. Full turn key car with beautiful patina look. No rust throughout, lived in California almost all its life., O. QLD. DIY938157. 0410 742 348. **\$28,000**



HOLDEN COMMODORE SS Vn 1990, All paperwork, books, 5 speed manual, nice car for the collector, Yes. TAS. DIY938160. 0417 535 907. **\$25,000**



HOLDEN MONARO GTS 1973, Original HQ 4 door Monaro with matching numbers in good condition minimal rust in shed for 20years motor runs easy restoration, LPO 750. VIC. DIY939047. 0458 114 448. **\$80,000 ONO**



DODGE FARGO Ambulance 1946, Dodge Fargo Ambulance, Not registered. QLD. DIY937381. 0427 564 098. **\$15,000 ono**



MINI JOHN COOPER 2010, JCW Challenge edition, manual, black leather, full service history, BMZ 95W. NSW. DIY937378. 0434 110 901. **\$22,500 ONO**



JAGUAR XF 2016, X260 25T Portfolio sedan. 2000cc turbo petrol. Dark grey metallic paint with soft grey leather interior. VIN: SAJBB4AGCY14198. 32,700kms, Extended warranty coverage for, 5 years/200,000kms, Warranty Contract Number: 981099595MEW. Very good condition Ph 03 5988 3275, BJ1201. VIC. DIY937361. 03 5988 3275. **\$65,000**



TOYOTA MR2 Allison Roadster 2006, Lightweight sports car, Allison. VIC. DIY937405. 0427 215 233. **\$25,000 Negotiable**



FORD MUSTANG ASC MCLAREN 1989, convertible V8, RHD. Matching numbers rare car. Good condition, 202kyd. QLD. DIY937400. 07 4159 8666. **\$17,000**



CHRYSLER 300C SRT 8 2007, My car is an original full optioned Chrysler 300c SRT8 with a genuine 57000kms on the clock. I had the air conditioning and engine serviced 2 Jan 2019 with the recommended full synthetic Penrite oil. The car body and paintwork are flawless and so is the interior. Everything in this car works as it should, 10DIME. NSW. DIY937389. 0490 066 464. **\$29,000**



TOYOTA HILUX YN65 1984, SR5 xtra cab, 2.7L 3RZFE engine, 5 speed manual, 4x4, Black, 3" lift, sunroof, restored, many new parts, Back To The Future truck, 1DA4Q0. VIC. DIY937542. 0413 725 557. **\$14,500**



MERCEDES-BENZ 560SEC 126 1986, Australian delivered 1986 560 SEC finished in rare Obsidian Black metallic with beige leather. 249,000 km. Full service history - a folder full of receipts No rust, Recent work: new ball joints, shocks, engine mounts, battery, radiator, coolant hoses, tie rod assembly, aircon regassed and ice cold. On club rego which isnt transferable, 77729H. NSW. DIY928821. 0418 671 023. **\$36,000**



MASERATI BITURBO Spyder Zagato 2800 1988, A beautifully designed Zagato Spyder biturbo. Great drive. Regretful sell. Read more: <https://thewest.com.au/lifestyle/motoring/eighties-maserati> F259UPC. WA. DIY935045. 0417 930 572. **\$40,000**



HOLDEN HZ 1978, HZ factory V8 ute auto, 63694H. VIC. DIY935857. 0447 376 583. **\$12,000**



EUNOS 500 1999, 1 loving owner. Always Showroom Cond. Sports Sedan. Excell. Green. MUST SEE! 55,000 km. 12mth Reg. Electronic rust protection. ABS, cl/c, cruise control, keyless entry. Leather interior. Great Sound system. Always serviced John Newell. NOTHING to spend! NO SMS, AGV76M. NSW. DIY694261. 0431 076 957. **\$10,800**



FORD WOODY WAGON Model. 77 1937, Ford woody wagon, 1937, V8 flathead, Model 77, Gpz237. OV. DIY933200. 00116437687451. **\$58,000**



FORD FALCON XF 1990, XF Falcon ute. 351 Cleveland. Fully built car everything done, BBQ 523. SA. DIY935926. 0498 237 972. **\$10,000**



VOLVO 480 ES 1988, 480 ES 1.8 FI MANUAL COUPE. Stylish sporty coupe, predecessor of Volvo C30, never sold in Australia, rare private import. Stored for 17 years, Unregistered. NSW. DIY935894. 02 4832 2767. **\$5,000**



HOLDEN FB WAGON 1960, 1960 FB wagon completely restored and partially modified, VH683386. NSW. DIY926854. 0435 990 650. **\$40,000**



FORD MODEL B All steel Ford 32 Tudor, Dart block 363 stroker, C4 auto 9 inch Tru Track, rod tech front end, excellent condition, great family rod, very reliable, number plates not included, will supply new ones, 00179. NSW. DIY934747. 02 4455 1877. **\$110,000**



FORD FAIRMONT XW 1970, Windsor toploader 9inch. Gold wind back sunroof, Monza Green, saddle trim, drives well, may trade, Noreg. VIC. DIY934725. 0412 574 671. **\$63,500**



NISSAN 300C Generally good condition, some rust not serious, will start but not run. Engine flooding fuel. Minor damage as per photo front left corner. Includes workshop manual (genuine), No Rego. NSW. DIY934616. 0419 580 965. **\$2,500**



CHEVROLET CORVETTE C3 1974, 350 Auto T-Tops Konis Extractors Holley Edelbrock Roller rockers Brakes & Steering reconditioned New fuel tank New carpet New windscreen Club reg, RAY074. SA. DIY935186. 0401 710 607. **\$30,000 ONO**



MERCEDES-BENZ SL280 W129 1996, Low Kms, very straight, full service records, dark blue with cream interior. A very nice well maintained car, XUD396. VIC. DIY935048. 0413255399. **\$21,500**



DODGE VIPER Gen 3 SRT10 2005, Showroom clean Viper SRT10. Stunning is the only word to describe this iconic car, VPR11. QLD. DIY934974. 0422 906 437. **\$120,000**



MORGAN 4/4 1600 1988, This is a Morgan in great condition with nearly all the hard work done. The 1600 CVH motor has been rebuilt, with new rings, bearings and gaskets throughout. Reason For Sale: I am not allowed to have two, 8T8MORGAN. WA. DIY931736. 0419 839 485. **\$55,000**



FORD F100 LWB 1966, Big Block, 4 speed, 9", new brakes, clutch & exhaust. CD Player, drives well, stops straight. Honest pick up, Nil. QLD. DIY931571. 0402 193 232. **\$23,000 ONO**



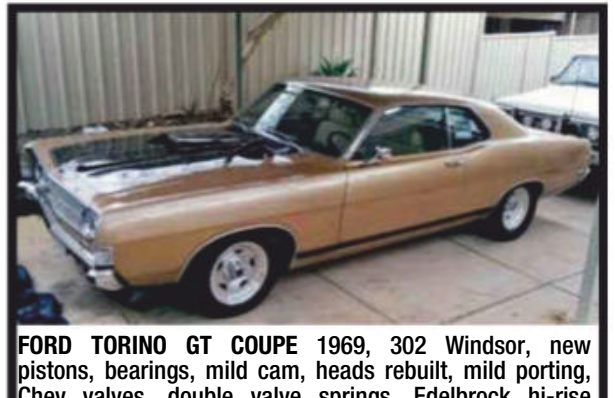
MINI COOPER S CHILLI R56 John Cooper Works 2007, FOR SALE....Our genuine John Cooper Works Mini R56, is one of the highest specification cars produced 2007/8. Just about every conceivable extra was added to this package, in both mechanical & trim with the motor producing 211bhp. The car has only travelled 62,400 klm in 11 years, DKK17V. NSW. DIY931430. 02 6651 8141. **\$21,990**



MINI CLUBMAN GT 1975, Mini Clubman GT 1975, no rego. NSW. DIY931831. 0425 344 663. **\$19,500**



FORD FALCON 1970, XY GT replica. 351 4v. Registration plates not included in price, 5627. SA. DIY931751. 0418 844 239. **\$85,000**



FORD TORINO GT COUPE 1969, 302 Windsor, new pistons, bearings, mild cam, heads rebuilt, mild porting, Chev valves, double valve springs, Edelbrock hi-rise manifold, 600 Holley, new carpet, gilmer drive belt, ex cond South Australia rego, MYGT69. SA. DIY931752. 0428 617 288. **\$30,000**



LEYLAND MINI LS 1100 VAN 1978, motor rebuilt by Mini and Moke at Brookvale, lots of new parts, radiator, battery, tyres, carpet, sunroof, roof racks, shocks, single rear door, club rego not transferable. Ring Peter, 82447H. NSW. DIY934309. 0402 782 429. **\$13,950**



CHEVROLET CORVETTE C2 1964, Beautiful 1964 Daytona Blue 300HP Vette, 4 speed, white top, scooped hood, side pipes, redline tyres, knockoff wheels, original steering wheel and immaculate interior, 408675105014. SA. DIY933751. 0412 052 232. **\$125,000 ono**



HOLDEN TORANA LX 1976, Torana SLR5000 replica, no. NSW. DIY931872. 0408 250 546. **\$30,000**



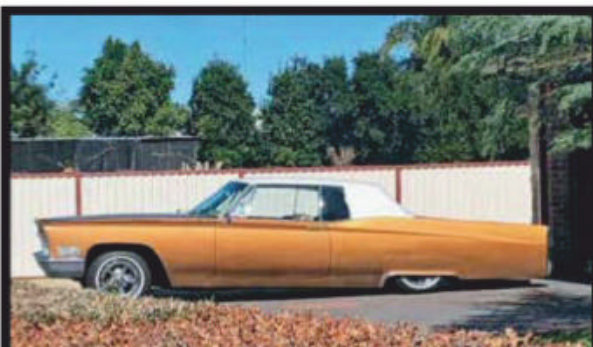
TOYOTA CELICA 1987, Auto. Convertible. 2Lt. 86,500kms. P/S, A/C. Electric over drive. No rust or dents., .. WA. DIY939128. 08 9586 1062. **\$8,500**



LAND ROVER SERIES 1 1955, Goes well. Free wheel hubs. nudge bar. hard top some rust. Holden motor., .. NSW. DIY939127. 02 4565 0212. **\$4,750**



NISSAN PATROL MQ 1981, 365,000 kms. Has some rust, Bull bar, 2 batteries. Free wheel hubs. Tow bar. Goes well. 24 volt., NSW. DIY939126. 02 4565 0212. **\$1,500**



CADILLAC COUPE DE VILLE 1967, 1967 Cadillac coupe, 454 big block, Turbo350, Airbagged all round. Full sound system with DVD head deck. All new ball joints and rubbers. Big folder with recites, CI50nc. NSW. DIY932866. 0434 369 651. **\$30,000**



FORD FAIRLANE 500 1971, Lovely Ford Fairlane ZD K code 351 T Bar 1971, WTW 005. QLD. DIY938719. 0438 681 305. **\$41,000**



CHEVROLET CAMARO GENUINE SS, 350 AUTO 12 BOLT, A/C PS DELUXE TRIM MATCHING NUMBERS, no. SA. DIY938702. 0432 733 832. **\$63,000**



TOYOTA COROLLA Twin cam 16 1986, Wanted to buy, N/A. VIC. DIY933256. 0416 195 052. **\$5,000**



FORD FAIRLANE ZJ 1981, Full NSW rego. Very straight, interior camel velour well maintained and very tidy. New tyres, fuel pump, battery and AC has been regassed and it works. Engine is running and with full rego can be driven away. Some rust on the boot and bonnet., CR57UI. NSW. DIY938744. 0429 372 271. **\$10,000 'ONO'**



FORD CONSUL Mark 2 1959, Original car. Fully registered in NSW, DLB28U. NSW. DIY938743. 0431 080 104. **\$35,000**



CHRYSLER PT CRUISER Touring 2007, Immaculate Chrysler Convertible, Low Ks, Cold Air, ZZX85. QLD. DIY936110. 0411 564 864. **\$7,950**



HOLDEN TORANA LJ 1972, Unrestored, unregistered, has rust in boot., cc 123254. VIC. DIY938868. 0409 386 007. **\$5,200**



PONTIAC FIREBIRD Trans am Very good condition Electric mirrors windows and seats. Targa tops black leather interior RHD. TPI custom stainless exhaust New tyres. Call for more information, Ugo 350. SA. DIY935978. 0412 382 371. **\$24,000**



FORD MUSTANG Saleen Parnelli Jones Limited Edition 2007, Limited Edition Parnelli Jones Saleen 302 Boss Mustang. Number 47 off the production line. Personalised plates included, PJ047. QLD. DIY936056. 0416 215 952. **\$95,000**



CHRYSLER CL 1977, Chrysler Valiant Ute. Restored Australian Made Beauty, 1GRM030. WA. DIY937294. 0427 000 199. **\$49,000 ONO**



CHEVROLET C10 CHEVROLET Silverado 4x4 350 Auto, clean truck, NEXT YEAR. NSW. DIY937283. 0419 041 949. **\$26,990**



HOLDEN BELMONT Full nut bolt resto , everything new everything spent over \$100k to build, Madhg. QLD. DIY938210. 0437 293 793. **\$69,000**



COBRA REPLICA DRB 540 2010, 2010 COBRA DRB 540 - V8, DRB540. NSW. DIY938203. 0413 474 828. **\$62,000**



OLDSMOBILE 98 Holiday 1955, Project car, 324 rocket. OV. DIY938191. 9039212740. **\$2,800**



HOLDEN SANDMAN HJ 1975, Genuine 1975 Holden HJ Sandman Panelvan XX7 matching Numbers for Restoration, 000000. QLD. DIY925802. 0408 013 336. **\$44,000**



FORD UTE AU3 2002, Pursuit 250, 311 BL. VIC. DIY938534. 0400 409 495. **\$18,500**



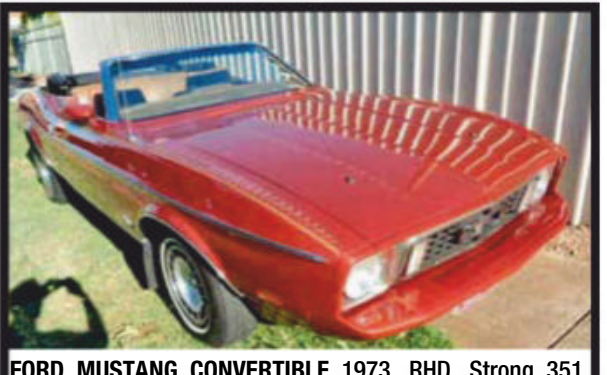
FORD FALCON FG MkII 2013, Immaculate condition 2.0I Ecoboost., XX662V. SA. DIY938362. 0418 826 663. **\$17,990**



FORD FALCON XK 1962, Lovely XK in stock standard condition. Comes with all factory manuals and full service history, 11131H. VIC. DIY935299. 0436 276 052. **\$27,950**



DODGE 1/2 TON 1926, 1926 Dodge Brother's buckboard ute, Nil rego. NSW. DIY928930. 0413 180 554. **\$18,500**



FORD MUSTANG CONVERTIBLE 1973, RHD, Strong 351 rare C6 Auto. awesome car, ultra straight body. Immac bronze duc. Nice tan trim. Power steer, brakes & roof. (new). Glass back window. Full registration transferable, PONI73. SA. DIY928611. 0416 007 959. **\$38,500 Neg**



BMW 323 1989, BMW-CLASSIC E30. Great Cond-No rust, Power str, Air Cond, Electric windows, electric antennae, Smooth Gear change, Smooth driving. Economical 2 litre, 768wuy. QLD. DIY901970. 0467 081 486. **\$8,500**



HOLDEN COMMODORE SS 2 2002, VU SS Phantom Black Ute, XPZ884. VIC. DIY939432. 0429 072 340. **\$9,990**



MG B L 1971, Pristine 1971 MGB L Convertible Available. It is in excellent condition inside and out and is mechanically A1. It has unleaded safe heads, electric overdrive, Full NSW registration until August 2019 and comes with both the half cover and full soft top for the car, PJ2360. NSW. DIY933461. 0410 498 302. **\$28,490**



STUDEBAKER HAWK 1963, int-good body good motor good drives good ring dennis 0400155718, 101161. VIC. DIY937977. 0407 196 560. **\$27,000 ono**



FORD FALCON hearse 1978, Restord about 8 years ago has been wellmaintaind and is good to drive ring 0400155718, hrs666. VIC. DIY937898. 0407 196 560. **\$17,000 ono**



FORD FAIRLANE ZJ 1981, All original ZJ Fairlane. Full NSW registration. Standard 6 cylinder with genuine 145000kms. Very nice drive, velour camel interior in very good condition. New battery, new tyres can be driven away. Some rust on bonnet and boot, CR57UI. NSW. DIY937254. 0429 372 271. **\$10,000**



HOLDEN SS-V 2 2011, Holden commodore 2011 VE SSV series 2, CN72ZL. NSW. DIY928399. 0426 455 415. **\$24,000**



TRIUMPH TR6 Triumph TR6 SURVIVOR 48,000 miles. 1973 genuine RHD and genuine low mileage. Never restored or molested, Tba. SA. DIY928392. 0401 056 170. **\$65,000 Original unmolested condition**



FORD FAIRMONT XD 1979, ripe for restoration, factory 302 car, non original engine, the motor has done approximately 20,000 kms since the changeover, body has some Patina, some surface rust around boot and roof, rust in left lower guard and where Mudflaps were on the back but overall its a great car to restore or drive it like it is, been started regularly while sitting, wheels not included, comes with standard wheels with trims & caps. Call me for more details, Unregistered. VIC. DIY936133. 0421 225 088. **\$12,000**



LANCIA MONTECARLO Original Right Hand Drive car delivered new in the UK. Imported to Australia in 1982, 2630. QLD. DIY927653. 0412 873 873. **\$45,000**



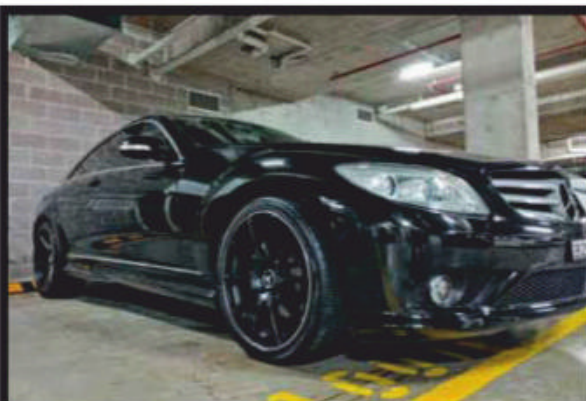
FORD FAIRLANE 500 Partially dismantled but complete, unregistered. TAS. DIY927518. 0419 362 870. **\$4,000**



MERCEDES-BENZ CLK55 2004, 18in alloys, cruise, airbags, climate control, full electrics, leather int, sports seats, mobile phone connectivity, 6CD stacker, Xenon headlights. Excellent original order inside and out., WDB2094762T027643. VIC. DIY940401. 0418 313 482. **\$34,950**



FORD MUSTANG Limousine 1966, THE ONLY CLASSIC MUSTANG LIMOUSINE IN AUSTRALIA with too much to mention. Nothing like it in Australia. Seats 6 in the rear. Air conditioning and power steering. Right hand drive and the list goes on. Best call for more information as Wedding Car Business is also for sale, YQL527. VIC. DIY927825. 0400 554 469. **\$120,000 ONO**



MERCEDES-BENZ CL500 2007, Mercedes CL500 Coupe Black 2007, BZN38U. NSW. DIY927819. 0434 062 818. **\$42,000**



HOLDEN HSV Clubsport 2003, ONE OWNER. NO TRACK WORK. NO RACE WORK. NO ACCIDENTS. ORIGINAL WHEELS AVAILABLE. FULL STAINLESS STEEL EXHAUST SYSTEM. FITTED COST \$4,500 WOULD BE BEST IN AUSTRALIA. ALL BOOKS AND SERVICE RECORDS. R8 MANUAL, 6G1YL54F73L949341. VIC. DIY940459. 0418 313 482. **\$33,500**



CHEVROLET BELAIR 1957, 2 x 1957 Chev Belairs, CRE49H CRE49J. NSW. DIY927975. 0414 976 592. **\$140,000**



DODGE CHALLENGER MECHANICAL An awesome 5.9lt 360 Chrysler V8 with 4 barrel 600 Holley carburetor with mild work done and alloy intake manifold so has endless power, JH23G4B251874. VIC. DIY935307. 0409 478 187. **\$52,900**



FERRARI F355 M5.2 twin airbag model 1996, Ferrari F355 GTB 6speed Manual. 49k kms with history. Officially imported from HK 2003. Zero corrosion, clear on PPSR. Books 2 keys remotes, factory toolkit & jack, maintained regardless of cost, N/A. WA. DIY936260. 0409 519 377. **\$210,000**



FORD MUSTANG very solid and original mustang, 289w, C4 auto, new interior, new tyres, new digital radio, runs great, comes with RWC., club rego. VIC. DIY940074. 03 9350 3005. **\$26,500**



HOLDEN COMMODORE SS 2 2012, Walkinshaw headers and exhaust. Looks and sounds great. Open to offers, Cwu70a. NSW. DIY940010. 0437 811 007. **\$21,000**



JAGUAR XJ6 1974, 180,000 kms. Future classic. Good condition. Unregistered., .. VIC. DIY936412. 03 9775 3390. **\$2,000**



HOLDEN COMMODORE SLX 1982, 420000 on the odometer but engine and box replaced 20000 ago and rebuilt. repco gem engine box was also replaced 20000 ago. Saulsbry 10 bolt diff. Engine has pursuit extractors and 4barrel. Would be great for restoration. Needs Power Steering pump, New lights in Dash Cluster, Rubbers and Bushes etc. But basically ready to go. Would like to see it go to a good home. Comes with 14' Dragway Wheels., No. QLD. DIY940089. 0484 731 474. **\$4,600**



ASTON MARTIN VIRAGE 1990, A very rare car .With only a handful in Australia it replaces the now very popular V8 series and still retains the same 5.3 litre V8., SCFCAMISILBR50041. SA. DIY941313. 0418 825 821. **\$119,000**



LINCOLN CONTINENTAL 1972, (Ford). 2 door, 460 Big Block (7.8L), yes. QLD. DIY936458. 0457 841 641. **\$16,500**



FORD MUSTANG Shelby GT500 2012, Immaculate in best colour combination. Looked after by mature aged driver. Full service history. Dynotuned and is a real beast., JPD444. NSW. DIY940142. 0418 493 455. **\$99,500**



SMART ROADSTER 452 2004, SMART 452 roadster only 35,000 klms, 166xlb. QLD. DIY940094. 0439 745 433. **\$13,500**



RAM 2500 2014, RAM 2500 Laramie Utility Crew Cab Long Box 6st 4dr my2015, 830xsi. QLD. DIY940093. 0416001398. **\$121,000**



CADILLAC DEVILLE 1964, 2 door for sale. Great condition, Not Currently Registered. NSW. DIY940157. 0405 909 892. **\$30,000**



FORD FALCON XT 1968, Immaculate condition Garaged for 30 years, ARC8DE-6049-A. NSW. DIY940147. 0419 404 439. **\$49,900**



HOLDEN WB Ute 1984, Selling my 1984 wb ute, fully restored, small amount of rust starting to show just behind the doors. And a hit in the quarter. Other then that ute is very clean and presents well, 6bangr. VIC. DIY940146. 0432 431 770. **\$15,000**



JAGUAR XJ12 Two owners since new. last owner for 34 years. Half the price of a coupe in the same condition, 64162h. NSW. DIY927130. 0411 215 215. **\$19,950**



FERRARI 360 SPIDER 2 2005, highly optioned late model car.manual with scud shields, 625 rpq. QLD. DIY940324. 07 3881 6226. **\$168,000**



RAMBLER CLASSIC 770 1966, 1966 Rambler Original Condition. Needs Restoration. Owner unable to restore due to lack of time. Would suit Car enthusiast Willing to listen to offers. Need it sold as it has no storage facility. All original Regos paper work and manual Technical book. Keys book and keys., EFA147. NSW. DIY940232. 0407 009 547. **\$7,000 ONO**



AUSTIN 1800 MK II Austin 1800 in excellent condition. Drives like it should with a good engine, gearbox, suspension and body. Interior is in very good, original condition, Crab17. SA. DIY927413. 0468 831 586. **\$6,900**



VOLKSWAGEN BEETLE VW beetle Rat Rod, 897vzi. QLD. DIY927201. 0404 025 783. **\$8,000**



FORD THUNDERBIRD Coupe 1962, Very good 390 Thunderbird new brakes drums new tyres white wall great car great condition great price, 77349h. NSW. DIY927151. 0415 112 273. **\$35,000**



NISSAN SKYLINE Comes In GTR midnight purple colour from the factory, Only a few dozen GTSTs in the world painted this way by Nissan. Also comes with a few factory goodies like some R34 parts and factory Nissan front and rear braces (in the boot). Always over serviced and cared for, dxp07w. NSW. DIY932467. 0421 605 491. **\$11,500**



FORD SIERRA RS 1986, Ford Sierra RS Cosworth 2.9l supercharged, RSC051. TAS. DIY932468. 0417 322 925. **\$44,000**



FORD MUSTANG 1968, This immaculate car presents and drives perfectly, has been meticulously maintained and serviced, the paintwork is perfect condition as is the interior. Strong 347 Windsor, just rebuilt using Scatt components, 63437h. NSW. DIY932447. 0429 999 582. **\$72,000**



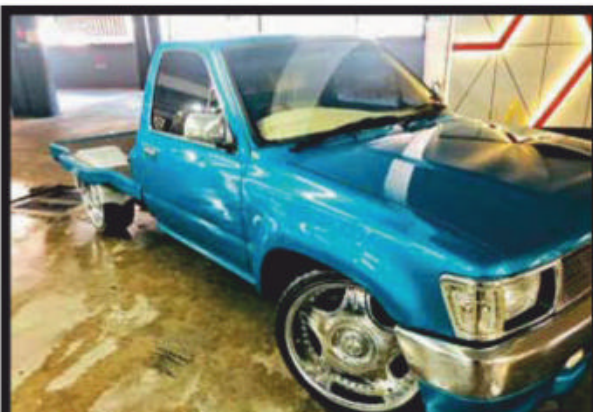
WILLYS JEEP 1942, original condition, new battery,LHD, has canvas with side curtains and doors. Has W/S manual. Also has enclosed clad tandem trailer, mech. brakes, winch LED lights. Registered. Will Separate, MB170636. VIC. DIY932951. 0427 710 108. **\$26,000**



MG TF 1500 1954, Selling our beloved MG TF 1500. This was my husband's daily drive for close to 15 years! Excellent condition valued at \$45k by Shannons, XMG 999. WA. DIY935311. 0439 958 041. **\$39,990**



HOLDEN CAPRICE Series 2 2012, Exceptional Condition. Always garaged day and night, 460YJD. QLD. DIY936053. 0400 359 561. **\$24,000 will negotiate**



TOYOTA HILUX 1996, Custom 1996 Hilux "Lo-Lux", CWP02S. NSW. DIY933258. 0432 822 378. **\$14,250 ONO**



CADILLAC COUPE DE VILLE 1973, Elec windows, power brakes, LHD Power steering. Daytona wire wheels need re chrome, white wall tyres, California car from new, same family owners until I bought it in 2010, original, None. WA. DIY935391. 0406 917 013. **\$20,000 Ono**



HOLDEN CAMIRA JE EXECUTIVE 2.0 FI 1988, Very low Kms, stored for last 13 years. Excellent condition, books and full history, Unregistered. NSW. DIY935314. 02 4832 2767. **\$3,000**



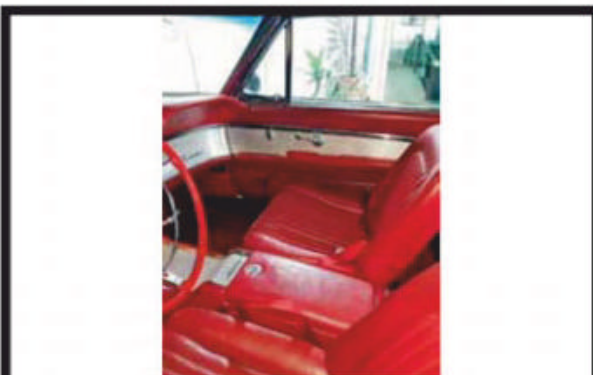
CHEVROLET CHEVELLE SUPER SPORT 1969, Genuine 1969 SS Chevelle 396 Big block, 4 Speed Muncie gear box, 12 bolt LSD. VGC. Genuine buyers only. Personalized plates negotiable. No swaps. No test drives without deposit, RumbleBe. WA. DIY935577. 0407 441 322. **\$49,500**



VAUXHALL VELOX Good condition on club rego, interior very nice, second gear synchro worn. Nice club car, VVX050. WA. DIY935541. 0411 646 909. **\$8,000**



HOLDEN CALAIS VT 1999, Outstanding Holden Calais. Immaculate white paintwork. Beautiful dark Grey leather upholstery with polished burr walnut dash trim.Chrome wheels and moldings. All electric options. 10 disc CD. Two previous careful owners. All books history and tools. Great value, 710yhn. QLD. DIY935497. 0409 358 888. **\$8,900 ONO**



FORD THUNDERBIRD Coupe 1962, Very good condition 390 Thunderbird. New brakes, drums, new tyres, white wall, great car, great condition, great price, 77349h. NSW. DIY928274. 0415 112 273. **\$35,000**



CHRYSLER ROYAL Ap3 1959, I bought this vehicle off a 1 owner 17 yrs ago, Not registered. QLD. DIY935685. 0418 768 978. **\$12,750**



FORD THUNDERBIRD One 1955, Convertible. California car recent full restoration to original condition. New red and white upholstery red carpet. New soft top and tonneau. Detailed engine bay and boot area. 292 v8 motor. Auto transmission. Original tools books manuals and history. Trophy winner. Wide white wall Tyres. Sadly must sell. Genuine enquiry please phone, Unregistered. QLD. DIY935598. 0409 358 888. **\$59,500**



CHRYSLER VALIANT REGAL AP5 1964, Excellent white paintwork. Beautiful blue upholstery. Pushbutton torque flite autotransmission. Strong slant 6 motor. Garaged and maintained. Original tools and books. Great cruiser. Drives beautifully, Our 064 not transferable. QLD. DIY935481. 0409 358 888. **\$22,900 ONO**



CHEVROLET 3100 First 1955, CHEVY 3100 first series, ratrod pickup, 02534-M. VIC. DIY935139. 0457 803 114. **\$35,000 ONO**



FORD LTD BA MKII 2005, V8, July 2019 reg, RWC included, sunroof, 1NS2QN. VIC. DIY935109. 0417 857 471. **\$7,800**



VOLKSWAGEN T3 Notchback 1973, Type 3 Turocharged Notchback. New paint, interior, Porsche wheels etc. A very tidy car needing a new home. All serious offers considered, MU400. WA. DIY936052. 0478 613 266. **\$18,000 Inc GST**



VOLKSWAGEN BEACH BUGGY 1970, Manx style Dune Buggy, Fully restored, LHD, current Qld Club Rego, S31809. QLD. DIY935803. 0411 133 100. **\$22,500**



CHEVROLET CORVETTE STINGRAY. Low miles, auto, 350, very tidy car, 7S406219. NSW. DIY937276. 0419 041 949. **\$34,991**



CITROEN DS SPECIAL 1974, 4 speed manual, 60,000kms. Rebuilt hydraulic steering rack. New battery. security valve-stem seal. Solid rust free. Chassis perfect drive & condition inside and out., .. TAS. DIY936417. 0403 110 619. **\$19,500**



MITSUBISHI MAGNA TJ 2000, Superb Mitsubishi TJ Sports 5 Speed Auto. Mature owner, 93700kms, full service history. Gold Coast, 147GB0. QLD. DIY936139. 0407 188 805. **\$4,750**



GMC SIERRA 1500 1997, K 1500 SERIES SLE AUSTRALIAN COMPLIANCE 1997 This is a very special and rare model, only 500 BUILT in TEXAS and sold in 1993, AUTO V8 Dual Fuel, 5.7 V8 CHEV INJECTED. FULL AMERICAN SERVICE HISTORY TO 1997, No OFF ROAD OR ACCIDENTS, LIMITED EDITION ! Personalized plates optional., 2GTEC19K6P15333668. VIC. DIY940425. 0418 313 482. **\$35,500**



HOLDEN HX Kingswood Deluxe 1977, Very original untouched car.Owned for ten years. I am last registered owner. Drives very well. Will pass RWC. Rare to find a car in such original in all aspects. Venetian is not in the sale.Photos are the description, Unregistered. NSW. DIY939468. 0419 294 656. **\$24,000**



HSV SV5000 1989, SV 5000 Original condition car., Unregistered. NSW. DIY939467. 0419 294 656. **\$55,000**



FORD FALCON XR8 FPV 2009, LAST OF 5.4 LITRE BIG BLOCK. ALL SERVICE DONE BY LANE FORD MANDURAH - COMPUTER ENHANCED TO 355 KW SHAKER AND GROWLER AIR FLOW SYSTEM LEATHER SEATS REVERSE CAMERA, 1DGV541. WA. DIY939465. 0415 502 418. **\$62,000**



FORD FALCON 1970, GT replica 351 4v registration plates not included in price, 5627. SA. DIY932223. 0418 844 239. **\$85,000**



HOLDEN COMMODORE VL FORMULA 1986, Genuine VL Formula Berlina with HDT options in great original condition drives great all works, No. QLD. DIY932213. 0413 342 205. **\$10,500**



FORD MUSTANG Ford Mustang Coupe 289 Red, 1ECJ306. WA. DIY932202. 0406 765 056. **\$48,000**



HOLDEN WB QLD Rego and RWC, 202 blue motor, 3 speed Auto. Mechanically great and a pleasure to drive., 858XAH. QLD. DIY940502. 0421 056 861. **\$12,000**



HOLDEN HX 1976, Beautiful HX Premier. Sad to see it go, please ring or message for details, there's too much too mention, RAH344. VIC. DIY936654. 0426 875 835. **\$24,000**



DAIHATSU APPLAUSE Executive A101 1997, Can only be described as in 'mint' condition. Would make an ideal first car, or collectors item. Power steering. Tinted Windows. 4 wheel discs. Radio/cassette player. Excellent tyres, D07162. TAS. DIY936647. 0408 531 121. **\$2,490**



FORD FAIRLANE 500 ZD 1971, Classic ZD Fairlane 12/1971 very Original unmolested motor car Windsor 302 Automatic 63450 miles on the clock. Not a show car but a very good example of the model!!., 1grb 761. WA. DIY937013. 0419 942 122. **\$35,000**



CHEVROLET EL CAMINO SS 1970, SS ELCAMINO, 454 factory options, cowl induction, hood stripes, air Cond, power steering, electric windows, a pleasure to drive, 76050H. NSW. DIY937012. 0417 133 748. **\$55,000**



FORD MUSTANG Eleanor 1968, Convertible replica. May trade late model V8 Mustang, FPV642. QLD. DIY940508. 0417 619 894. **\$69,000**



MITSUBISHI SIGMA 1984, Sigma wagon 2.6l 5speed, 482iax. QLD. DIY935313. 0427 324 751. **\$4,000**



HSV GRANGE WM3 2011, Immaculate vehicle inside and out, no stone chips, always garaged, modified air intake & dyno tuned to 98 fuel only, K0A98K. NSW. DIY937273. 0427 124 894. **\$37,000**



VOLKSWAGEN BEETLE 1977, Factory convertible, 1600 EFI manual, Restored to an Excellent condition with paint, new top plus. too much to list, This is truly a rare collector classic, with thousands of dollars invested, 194 XUL. QLD. DIY937252. 0418 248 288. **\$21,500 ONO**



STUDEBAKER CHAMP 1963, Rare original 1963 Studebaker truck. Factory V8 3 speed manual with electronic overdrive, original truck. Many spares, 49974H. VIC. DIY933888. 0407 731 002. **\$38,000**



ALFA ROMEO ALFETTA 116 1978, Has been kept in excellent condition, full ground restoration. Australia's best Alfa. Very fast, Veesik. QLD. DIY930894. 0417 487 208. **\$55,000**



DATSUN 240Z 2 1973, A great example of a classic 240z coupe, this 240 is fun to drive, looks fantastic and has not been a rust bucket full of repairs. It presents very well with a few nice modifications including triple 45 Webers, HS301000241. VIC. DIY930294. 0418 562 894. **\$45,000**



JAGUAR XJ6 111 1981, XJ6 JAGUAR SERIES 111. Paint work excellent, interior very tidy, DD2678. TAS. DIY931000. 0413 739 681. **\$24,500**



FORD FALCON XY Original Ford Factory XY 4WD Falcon Ute in Shadow Grey. Original 35,000 Miles. Suit serious Ford collectors, falcon. QLD. DIY934727. 0434 140 917. **\$45,000**



LAND ROVER SERIES 3 LandRovers for sale. many Available. Some runners, others good for parts, spares, garden art, -. NSW. DIY934197. 02 6677 1404. **\$1,000 Variable. Many rovers available**



FORD MUSTANG Super Cobra Jet 1969, SCJ Drag Pack, 428 SCJ. WA. DIY940400. 0439 968 908. \$125,000



DODGE PHOENIX 1960, Restored vehicle. Factory right hand drive. Air conditioned. Twin Carb. Twin exhaust. Licensed., yes. WA. DIY940371. 0477 583 172. \$27,000



HOLDEN HQ '73 HQ 308 V8 P/Van. One owner. Too old/poor to finish. Needs rebuild, LLL679. VIC. DIY936589. 0430 502 858. \$22,000 ONO



FORD F150 Harley Davidson Limited Edition 2004, 20 inch wheels ,lots of unique features with Harley Branding too many to list. All Original Harley Hand Books, LOW KMS only 54870, 1FTRW07333KD50138. VIC. DIY940406. 0418 313 482. \$64,900



CHEVROLET SILVERADO 3500 1982, 6.2 V8 Diesel Engine Factory Fitted VERY RARE. Rear Dual Wheels. Personalized number plates 82 CHEV optional. Spent around \$8200 on C30 on general vehicle mechanicals, mechanically A1., 1GCHC33J0CS136914. VIC. DIY940403. 0418 313 482. \$28,300



MORRIS J2 Austin Morris J2 vans, Na. TAS. DIY936168. 0418 548 877. \$3,900



DODGE VIPER 1995, RT/10. Standard immaculate condition. Californian car fully complied and registered in WA. 25k with books, 2 sets of keys remotes. Great future investment, 1EKB907. WA. DIY936241. 0409 519 377. \$85,000



FORD A MODEL Tudor 1928, Left hand Drive, 79355H. NSW. DIY936400. 0401 989 703. \$32,000 ONO



MERCEDES-BENZ 280E 1995, Low Kims, Drives very well, WVY196. VIC. DIY936263. 0418 313 876. \$9,000



NUMBER PLATES GT HO Phase 1, Phase 2, Phase 2.5, Phase 3, Phase 4, Phase 5, OHMYHO. VIC. DIY937006. 0477 866 697. \$33,000 FIRM



NUMBER PLATES H2O LOL Porsche Number Plates. The answer to the ultimate philosophical question! Air or water cooled!, 1. VIC. DIY935824. 03 9570 4386. \$9,993



NUMBER PLATES BLACK WITH WHITE WRITING Prestige Plates NEW., RIPHLDN. QLD. DIY935447. 0414 067 730. \$2,500



NUMBER PLATES N/A T-BIRD Queensland Personalised Queensland Personalised Prestige Number Plates in great condition White lettering on Black background. Only one in Qld, N/A. QLD. DIY936025. 0412 151 165. \$4,500 T-BIRD



NUMBER PLATES FAST 1 FAST 1 Queensland Personalised Prestige number plates in great condition suit any performance vehicle. The only one in Qld, N/A. QLD. DIY936022. 0412 151 165. \$2,990



NUMBER PLATES EUROPEAN STYLE Vic Personalised Euro Style Plates, VJJ888. VIC. DIY941357. 0413 131 043. POA



NUMBER PLATES JS 0005 ,. NA. VIC. DIY927898. 0418 508 113. **\$5,500 ONO**



NUMBER PLATES GT 6600 GT 6600, NA. VIC. DIY927896. 0418 508 113. **\$6,000 ONO**



NUMBER PLATES DB 000 Currently in storage and used very infrequent. Your chance to own the original DB 000. Perfect for initials or Aston Martin DB series, DB000. NSW. DIY928322. 0468 685 834. **\$15,000**



NUMBER PLATES HLDN 55 One set of normal plates and one set of slim line plates. Off JF Holden, JF sold, n/a. VIC. DIY938740. 0401 491 362. **\$3,000**



NUMBER PLATES 59 RAT suit a 1959 model car/truck, VICTORIA. VIC. DIY932728. 0409 475 724. **\$2,000**



NUMBER PLATES SLIMLINE Victorian personalised number plates, EAST, CNN, BBC, MUA, ING, SOFT, SPAIN. \$2000 per set., EAST. VIC. DIY940075. 03 9350 3005. **\$2,000**



NUMBER PLATES 73 FORD MUSTANG Brand new - never used on any car. Gold on Black - Great attention grabber for your 73 Mustang!, 73 PNY. QLD. DIY938765. 0419279543. **\$4,000**



NUMBER PLATES FORD Black and white. Price is negotiable, gtxyh0. VIC. DIY929079. 0416 797 998. **\$5,000**



NUMBER PLATES NSW PLATES Suit Lotus 7 or Aston Martin, .. NSW. DIY927759. 0409 665 356. **\$7,500 ONO**



NUMBER PLATES MERCEDES BENZ MERCY, .. NSW. DIY939001. 0422 004 900. **\$15,000**



NUMBER PLATES ANY These are new never registered to a vehicle. Can be used for any 1965 vehicle, nil. QLD. DIY930069. 0408 742 737. **\$3,500**



NUMBER PLATES GTA70 Unique number plate for your GT, GTA70. QLD. DIY938770. 0428 719 915. **\$1,000**



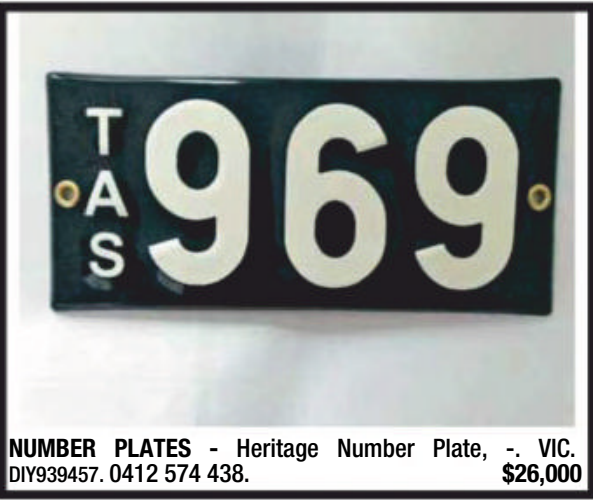
NUMBER PLATES 2943 Original Enamel NSW plates, sensible offers considered, 2943. NSW. DIY939578. 0414 417 704. **\$89,000**



NUMBER PLATES ILUVYOU 7 Digit Prestige Plates. The perfect Valentines Day Gift for the one you love, ILUVYOU. QLD. DIY935775. 0412 171 079. **\$2,900 ONO**



NUMBER PLATES PRESTIGE Slimline 2010, 6 Character Slimline Prestige Plates. 3 Plates Near New condition., ROCKET 1. QLD. DIY937809. 0487 317 790. **\$1,200**



NUMBER PLATES - Heritage Number Plate, -. VIC.
DIY939457. 0412 574 438. **\$26,000**



NUMBER PLATES VICTORIAN CUSTOM PLATES Evil Car?
Evil Number Plates. UNHOLY. \$15,000 OBO, n/a. VIC.
DIY935858. 0411 772 524. **\$15,000**



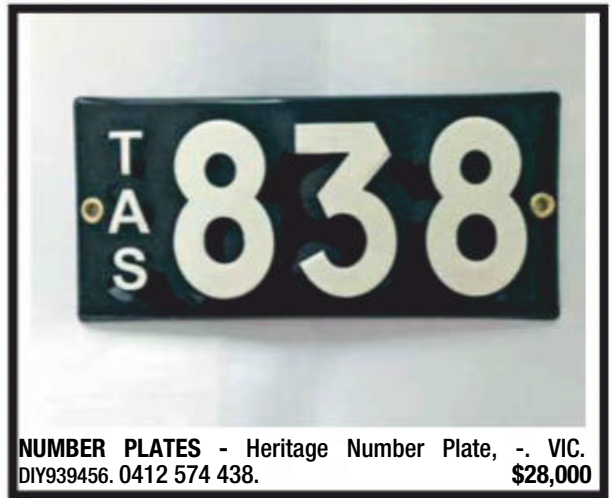
NUMBER PLATES - Heritage Style Number Plate, -. VIC.
DIY939459. 0412 574 438. **\$3,000**



NUMBER PLATES GIDYUP Tasmanian personalised
number plates, GIDYUP. NSW. DIY906361. 0412 421 664.
\$1,200 ONO



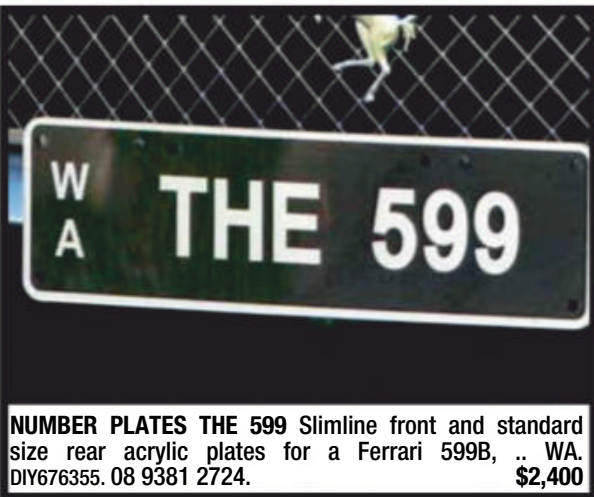
NUMBER PLATES BULLIT Ford Mustang Tasmanian
number Plates, BULLIT. NSW. DIY906360. 0412 421 664.
\$1,200 ONO



NUMBER PLATES - Heritage Number Plate, -. VIC.
DIY939456. 0412 574 438. **\$28,000**



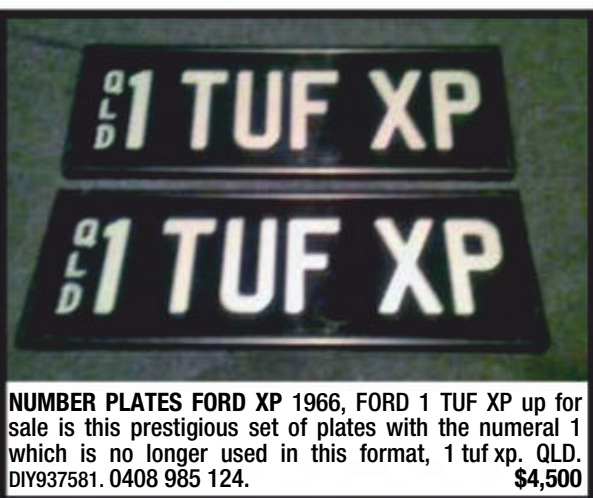
NUMBER PLATES - Heritage Style Number Plate, -. VIC.
DIY939458. 0412 574 438. **\$3,000**



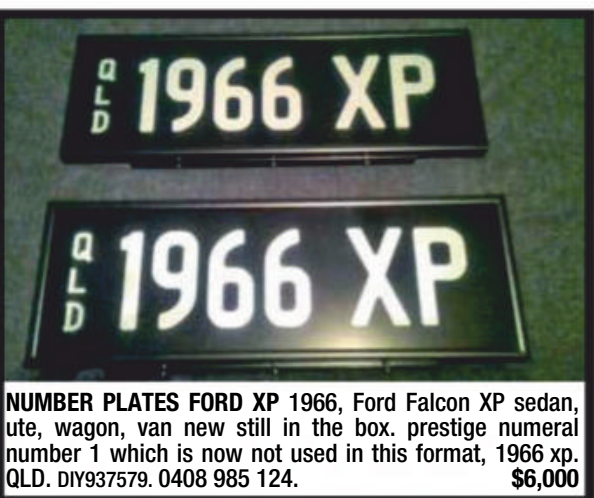
NUMBER PLATES THE 599 Slimline front and standard
size rear acrylic plates for a Ferrari 599B, .. WA.
DIY676355. 08 9381 2724. **\$2,400**



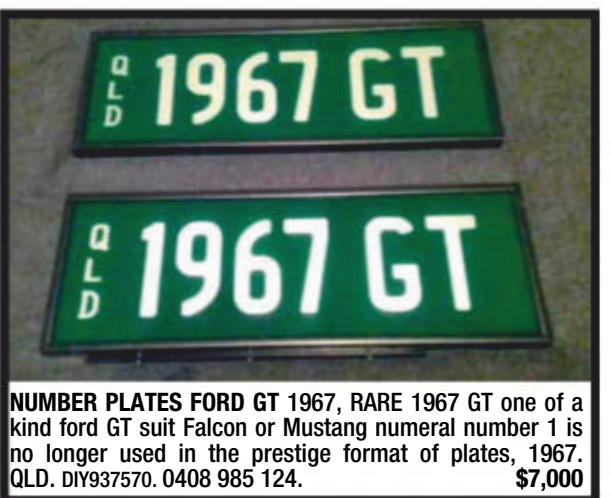
NUMBER PLATES - Heritage Style Number Plate, -. VIC.
DIY939460. 0412 574 438. **\$2,500**



NUMBER PLATES FORD XP 1966, FORD 1 TUF XP up for
sale is this prestigious set of plates with the numeral 1
which is no longer used in this format, 1 tuf xp. QLD.
DIY937581. 0408 985 124. **\$4,500**



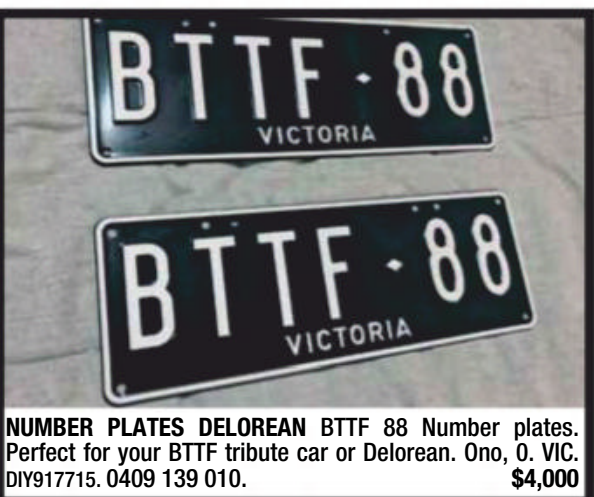
NUMBER PLATES FORD XP 1966, Ford Falcon XP sedan,
ute, wagon, van new still in the box. prestige numeral
number 1 which is now not used in this format, 1966 xp.
QLD. DIY937579. 0408 985 124. **\$6,000**



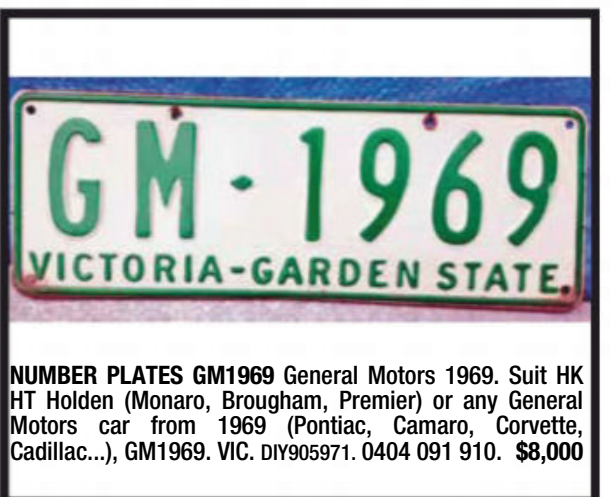
NUMBER PLATES FORD GT 1967, RARE 1967 GT one of a
kind ford GT suit Falcon or Mustang numeral number 1 is
no longer used in the prestige format of plates, 1967.
QLD. DIY937570. 0408 985 124. **\$7,000**



NUMBER PLATES PERSONALISED Ultimate Aston Martin
Vantage Plates. New plates never fitted to vehicle,
VANTAGE. SA. DIY937605. 0402 990 994. **\$1,500**



NUMBER PLATES DELOREAN BTTF 88 Number plates.
Perfect for your BTTF tribute car or DeLorean. Ono, O. VIC.
DIY917715. 0409 139 010. **\$4,000**



NUMBER PLATES GM1969 General Motors 1969. Suit HK
HT Holden (Monaro, Brougham, Premier) or any General
Motors car from 1969 (Pontiac, Camaro, Corvette,
Cadillac...), GM1969. VIC. DIY905971. 0404 091 910. **\$8,000**



NUMBER PLATES PRESTIGE Prestige personalised number plates 1 GTS V8 black and gold in colour, 1 GTS V8. QLD. DIY929945. 0437 038 326. **\$3,300 Firm**



NUMBER PLATES FORD 1971, Queensland personalised number plates to suit Ford XY 1971 V8 Falcon GT, GS, Fairmont, Falcon 500. Great number plate to individualize your classic car, XY71V8. QLD. DIY929646. 0412 007 351. **\$1,000**



NUMBER PLATES 81 SPDR NUMBER PLATES WHITE WITH BLACK WRITING AND BLACK BORDER, ZFA124CS00178118. NSW. DIY942840. 0431439899. **\$550**



NUMBER PLATES ALL MAKES AND MODELS Queensland Heritage Q Plate, perfect combination to personalize your muscle /or classic car and timeless investment, Q1973. QLD. DIY929640. 0412 007 351. **\$25,000**



NUMBER PLATES BARBEL Tasmanian personalised number plates, BARBEL. NSW. DIY906363. 0412 421 664. **\$1,200 ONO**



NUMBER PLATES VICTORIAN CUSTOMISED PLATES Number Plates Victorian Registration. The ultimate sequential plates for BMW'S. Full set of brand new plates as well as full set of used plates. Price Negotiable, BM 0001 BM 0002. VIC. DIY858169. 0414 316 585. **\$35,000 ONO**



NUMBER PLATES X FILES * X FILES * This is a once in a lifetime chance/Ownership to purchase these fabulous prestige plates " X FILES ", .. QLD. DIY739062. 0416 190 318. **\$20,000**



NUMBER PLATES QLD A PLATE QLD number plate. Radio station, 00B-105. QLD. DIY863897. 0424 521 441. **\$2,000**



NUMBER PLATES . Set of 5 digit Victoria vintage/heritage wooden plates with metal surround and numbers. Without rights. Price negotiable, .. VIC. DIY916975. 0409 626 000. **\$180 ONO**



NUMBER PLATES FORD GT GT FALCON, or GTHO 351. Qld rego plates, JGT351. QLD. DIY912016. 0416 220 457. **\$5,000**



NUMBER PLATES PERSONALISED QLD number plate 00A-100. For your A1 car, .. QLD. DIY863899. 0424 521 441. **\$1,800**



NUMBER PLATES LJ HOLDEN TORANA 1972, QLD number plate OLJ-000, .. QLD. DIY863892. 0424 521 441. **\$3,000**



NUMBER PLATES PERSONALISED PHAST Number plates for sale. Great investment opportunity for the car enthusiast with a fast car, .. VIC. DIY854468. 0488 388 891. **\$20,000**



NUMBER PLATES . Set of 5 digit Victoria vintage/heritage wooden plates with metal surround and numbers. Without rights. Price negotiable, .. VIC. DIY916956. 0409 626 000. **\$180 ONO**



NUMBER PLATES PBR A family-owned WA plate which needs a good home. Maybe someone's initials? Ph+Fax:, .. WA. DIY837331. 08 9381 2724. **\$1,700**

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BMW 320i E21 320 M20B20 1978 **\$5500 NZD**
 Call or send text to my phone for reply Very good body Early model e21 in original condition No sunroof no leaks
AUCKLAND, AUCKLAND **+64 273506953**



BMW 520i NZ NEW 1982 **\$7500 NZD**
 Call or text for reply 1982 BMW 520iA E28 NZ new Injected m20b20 Good condition New update, avs alarm
AUCKLAND, AUCKLAND **+64 37427352**



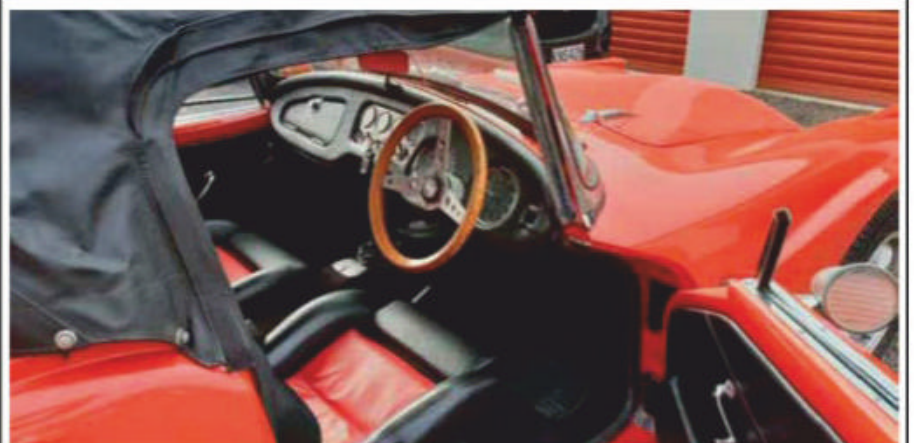
BMW 635CSi E24 NZ NEW 1985 **\$17000 NZD**
 In original near mint condition Always garaged & pampered Service history folder with car 99% rust free throughout
WAIKATO, COROMANDEL **+64 2108404897**



CHEVROLET CORVETTE C3 1980 **\$30995 NZD**
 Fully restored 1980 C3. All parts imported from USA. Restored to original specifications. Brand new real leather seats.
WELLINGTON, PORIRUA **+64 48312733**



CHEVROLET CORVETTE 1985 **\$15000 NZD**
 Tidy condition for age. Runs mint and reliable. Open to offers near asking price
BAY OF PLENTY, WAIHI BEACH **+64 79818598**



DAIMLER 250 DAIMLER SP250. TWO SEATER 1962 **\$63000 NZD**
 Car has been in family for many years and has multiple upgrades to it to make it a far more enjoyable car to drive.
BAY OF PLENTY, ROTORUA **+64 403834315**



FORD MODEL A 1931 **\$28000 NZD**
 This car is like an old friend. Maintained, not restored Well cared for. Kept garaged and out of the rain.
BAY OF PLENTY, KAWERAU **+64 73238627**



HOLDEN MONARO HQ 1974 **\$55000 NZD**
 HQ HOLDEN MANORO DRAG CAR. COMES WITH 462 BB CHEV ENGINE, STRIPPED AT PRESENT, BRODIX HEADS GOOD INTERNALS.
AUCKLAND, AUCKLAND **+64 409850316**



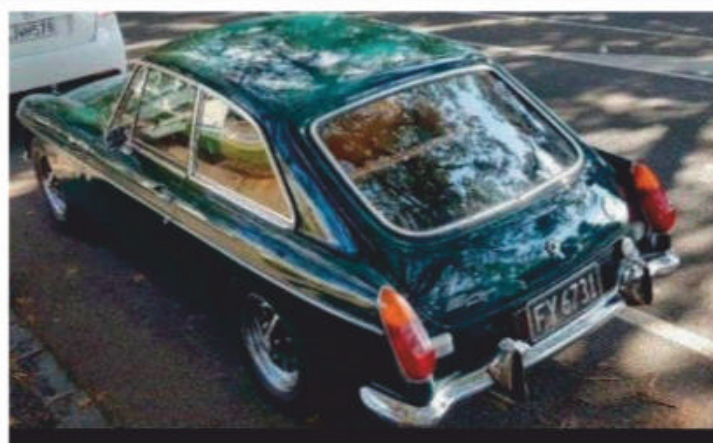
JAGUAR MK II MK2 1964 **\$35000 NZD**
1964 Jaguar MK 2 - Personalised number plate 38JAG. Will be sold registered and warranted. Wire wheels including spare
MARLBOROUGH, BLENHEIM **+64 37441647**



JAGUAR XJS 1986 **\$10000 NZD**
Nice car been in the family 14 years but need the room. Needs a little work here and there but drives like a dream.
CANTERBURY, CHRISTCHURCH **+64 33883607**



LANCIA BETA BETA HPE 1984 **\$8500 NZD**
A good classic vehicle, drives well. On good rubber, new exhaust, Bosch fuel injection, has excellent carpets and all handbooks
NELSON, NELSON **+64 35765777**



MG GT B SPORTS 1971 **\$16500 NZD**
New interior including carpet, brakes, clutch, fuel pump and fuel filter, original paint with a couple of flaws
WELLINGTON, LOWER HUTT **+64 278503341**



OLDSMOBILE DELTA 1987 **\$10000 NZD**
Right hand drive converted years ago. Well looked after vehicle. Clean inside and out, Beautiful cruising car
BAY OF PLENTY, KATIKATI **+64 2102210781**



PLYMOUTH FURY 1965 **\$39995 NZD**
One owner in USA, Original California Car. Very tidy original condition. Interior immaculate. Exterior as imported
OTAGO, DUNEDIN **+64 37421524**



PONTIAC FIREBIRD TRANSAM / FIREBIRD 1979 **\$32500 NZD**
Pontiac Transam / Firebird 1979, B/B 454 cu, 400 TH transmission, Ford 9" Diff, T/T Model, Odometer is in miles
TARANAKI, NEW PLYMOUTH **+64 276296877**



TRIUMPH HERALD 13/60 1970 **\$5500 NZD**
Tidy wee vintage car in original condition. Reliable and economical to run and register. I have the original ownership papers
CANTERBURY, CHRISTCHURCH **+64 33828276**



1955 ARMSTRONG-SIDDELEY SAPPHIRE 346 £13000
Lovingly restored and has been garaged when not in use, interior is in good condition and all original, attended rallies, won trophies.
London, Greater London +44 7931807039



1973 ASTON MARTIN DB5 V8 £75000
Chassis V810594RCA engine V540464 blue/magnolia leather trim, much spent, history file unused since, non tyres
., Devon +44 1363866413



1978 ASTON MARTIN V8 SERIES III 'S' £112500
In perfect condition, immaculate throughout, regularly maintained to a high level, leather interior, MoT'd with no advisories, extensive history file.
Rowlands Gill, Tyne and Wear +44 7931404516



1959 AUSTIN A40 FARINA MK1 £4250
Recently restored, recon engine, resprayed ocean blue/black, new tyres, MoT until 2019, drives well, electronic ignition
Stoke Saint Michael, Somerset +44 1749840785



1958 AUSTIN A95 WESTMINSTER £10500
Rare, runs perfectly, taken it to few shows and is a usable car, has new tyres all recently been tidied up and serviced.
Aston Abbots, Buckinghamshire +44 7591345632



1980 AUSTIN ALLEGRO EQUIPE £4750
Rare, rot free, ready to go, one of only about 16 in the country, has a sound shell with only 2 very small rust patches, MoT'd until March.
Uckfield, East Sussex +44 7768907287



1986 AUSTIN MAESTRO 1600 HLS £1750
In good condition for age, room for improvement, lots of new parts & MoT, please call for further information.
Bexhill-on-Sea, East Sussex +44 7596929380



1980 AUSTIN MAXI £3295
1750 HLE, V reg, fully rebuilt, barn find, been garaged for the last 12 years, booked in for the MoT but it will fly through first time, immaculate.
Birmingham, West Midlands +44 7399160935



1972 AUSTIN MINI 1275GT £11995
Fibreglass bonnet, 10" Minilite alloys, SORN, current MoT Nov, original trim, PAS, dry suspension, runs on single carb.
Belfast, Belfast +44 7779172980



1967 AUSTIN MINI 1000 £12995
Recently recommissioned and imported from South Africa, doesn't appear to have had any welding/structural repair, tax and MoT exempt.
High Bickington, Devon +44 7585337686



1966 AUSTIN MINI £8500
MK1, I'm currently 5th owner, runs, drives perfectly, has not been messed with, original great investment, please call for further details.
scarisbrick, Lancashire +44 7718780781



1984 AUSTIN MINI SPRITE £5000
1 previous owner, 2 keys, had full service history, letter of authenticity from previous owner, garaged most of its life, had some welding
., London +44 07968 874076



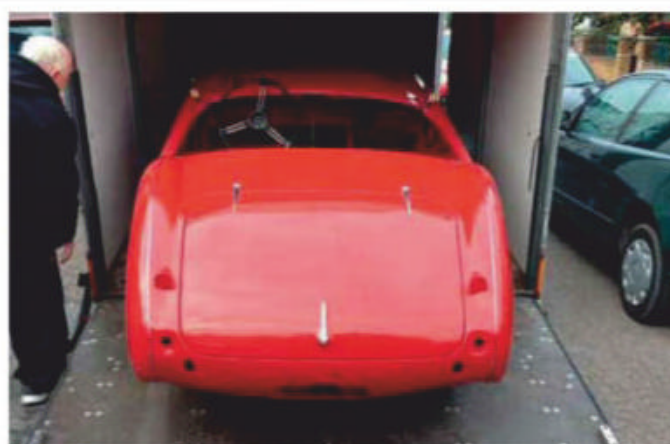
1972 AUSTIN MINI 1000 £6250
All original except for front spot lights & radio, garaged for the majority of last 20 years, leather, MoT & tax exempt.
Reading, Reading +44 7766824266



1964 AUSTIN MINI £6750
Original condition, never been messed with, garaged for 27 yrs, under-sealed, needs carbs cleaning.
Birmingham, West Midlands +44 7931831563



1966 AUSTIN PRINCESS £5000
8 Seater with driver. mechanically restored and MoT'd 6 years ago, starts and drives well, bodywork and interior in need of renovation.
South Godstone, Surrey +44 07768 981999



1955 AUSTIN-HEALEY 100 BN1 £43500
Unfinished project, undergone a no expense spared professional restoration, bodywork is now completed and painted in its original colour
Gatley, Greater Manchester +44 7766562450



1978 BEAUFORD 4 DOOR £16995
2 sets of keys, tax free, has many extras, few odd marks on paintwork, but in good condition, mechanically sound and body wise too.
Barton Seagrave, Northamptonshire +44 1536351069



1978 BEAUFORD 4 DOOR £16995
Many extras, split windscreen, 2 keys, tax free, best Nissan straight 6 2.4 engine, spotlights, wire wheels, MoT Sept 19.
Barton Seagrave, Northamptonshire +44 1536351069



1950 BENTLEY MARK VI MULLINER £38600
Coach built, 1 of 125 built, matching dark blue hide and carpets, runs and drives as you would expect, only 2 other available at this time.
Exeter, Devon +44 07967 439596



1983 BMW 5 SERIES 518 £6995
One of 3 in UK rare car, in very good condition, lots of work completed, priced to sell, good original bodywork and interior, lovely driver.
London, Greater London +44 7881826131



1977 BMW 633 633CSI £14500
Ultra rare, classic car, tax exempt, as featured in Classic Cars magazine, garaged and virtually unused for most of its life
Harrow, Greater London +44 7834760600



1969 CHEVROLET CAMARO RS 427 £67000
Pro Touring, only covered 120 miles since full ground up restoration, shipped this car personally back in 2009
New Romney, Kent +44 7921455331



1959 CITROEN 2CV AZ £8250
Blue 425cc engine, 4 speed manual transmission, ripple bonnet, suicide doors, very rare and sought after model
Bagworth, Leicestershire +44 1530230013



1973 CITROEN DS £14500
Super 5, MoT and tax exempt, cheap historic classic insurance, comes with 12 months MoT, bought this vehicle in 2017
Kendal, Cumbria +44 07545 010542



1985 DAIMLER 4 LITRE 420 LIMOUSINE £18995
Full body restoration done by my own team carried out 10 years ago, bare metal respray, coachwork excellent, 12 months MoT runs perfectly.
Andover, Hampshire +44 7785557366



1976 DAIMLER SOVEREIGN £12750
4.2 LWB, MoT 07.09.2018, tax exempt, on private plate 728 HLK, been with current owner for 33 years, well loved and cared for
Bideford, Devon +44 7870977701



1971 DODGE CHALLENGER CONVERTIBLE £45000
Immaculate, underwent an extensive restoration around 1995 and was imported from Florida in 1996, has matching numbers, 12 months MoT.
Rickmansworth, Hertfordshire +44 1923285285



1975 FERRARI 308 DINO GT4 £28000
Fabulous car, ex Wheeler's Dealers TV programme car, tax/MoT exempt, good tyres, original Cromodora wheels, resprayed, kept in the dry.
Tingewick, Buckinghamshire +44 7764976774



1981 FIAT 124 SPIDER IE £11995
Cherry red injection, wine interior, beige roof, unique, recently imported from USA, not yet registered, new UK MoT, can be driven away
Cardigan, Ceredigion +44 1239623754



1975 FIAT 124 SPORT SPIDER £15000
California import and historic tax exempt registered, full restoration around 2010, great condition, loads of receipts and historic documents.
Chelford, Cheshire East +44 7957959035



1977 FIAT 124 SPORT SPIDER £17995
Immaculate, lightly recommissioned/ upgraded, Californian car from new, imported to the UK in 2017, tax and MoT exempt.
High Bickington, Devon +44 7585337686



1971 FIAT 124 SPIDER £6995
Californian import, light project, runs and drives, complete and running, honest little car, bodywork is very good, interior is original.
High Bickington, Devon +44 7585337686



1965 FIAT 500 F £8950
Restored to a fantastic standard, rare 8 bolt model, outstanding condition inside & out, 4 previous owners, UK registered, drives well.
Bishopsteignton, Devon +44 1626774122



1967 FIAT 500 CLASSIC F £8250
LHD, classic, with sunroof, much sought after, outstanding historical car, fully rebuilt engine, imported from Holland in 2016.
Little Maplestead, Halstead, Essex +44 7545085567



1963 FIAT 500 500D £14500
Transformable, fabulous little car is original throughout, rare, the car is white but currently wrapped in red with 'Getaway Gorgeous'
Winscombe, North Somerset +44 7801508168



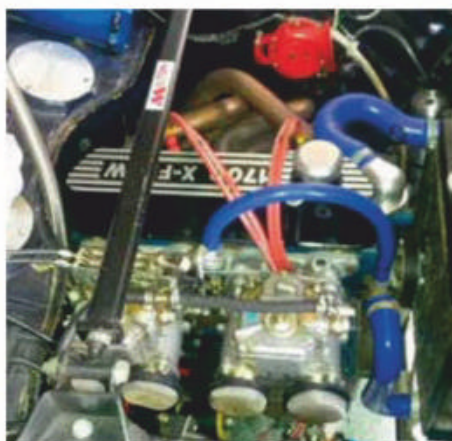
1969 FIAT 500 F £9950
RHD, UK car, original round speedo and retro interior, becoming more and more rare, restored to a fantastic standard, inside and out
Ashington, Northumberland +44 7835447695



1973 FIAT 500 R £5600
Classic, rebuilt & UK registered, good condition throughout, great little car for the price, always garaged, in full working order, fun to drive,
Charlton, Worcestershire +44 7812348808



1964 FIAT 600 D £7500
Left hand drive, imported from Czech Republic, fully restored in 2005, had it many years, many many spares, been kept in garage.
Cranleigh, Surrey +44 7413085958



1961 FORD ANGLIA 105E £6500
Street hooligan, Milton race prep front suspension, TCAs, rack & pinion steering, 200e gear box, great fun car, not a show pony, solid straight car.
Stourport-on-Severn, Worcestershire +44 7801988239



1968 FORD CORSAIR £12500
1700 V4, stunning unrestored condition, never welded or painted, one owner for 44 years, loads of history, original bill of sale
Bridgend, Bridgend +44 7977954412



1987 FORD ESCORT GHIA

£2750

This is in immaculate condition inside and out, it's all original as you can see from photos, it's a must see to appreciate how nice it is.

Seaton Carew, Hartlepool

+44 4.47826E+11



1983 FORD ESCORT RA1600I

£19795

MK3, totally standard and original, no mods, 4 owners, been off the road since 1990, in excellent condition, plenty of history

Washington, Tyne and Wear

+44 4.47805E+11



1965 FORD FALCON

£24000

Imported 2013 from San Jose, needs an owner to take it to the next level, not many Falcons here or across the pond to choose from.

Shepperton, Surrey

+44 7836692896



1978 FORD FIESTA MK1 1978

£6000

Mint condition, fully restored, interior is in super original condition, bare metal respray, car drives as new

Londonderry, Derry

+44 7773242816



1965 FORD MUSTANG AUTOMATIC 289 C CODE

£23500

Good Condition, original spec, matching numbers, not a show car, but it is an excellent Sunday driver, ready to go

Addlestone, Surrey

+44 7944508304



1961 FORD PREFECT 107E

£2800

Purchased as a barn find, selling for restoration, only done 1000 miles in the last 10 years, new battery, brake cylinders & hoses, lots of work done.

Hemel Hempstead, Hertfordshire

+44 07881 623 619



1956 FORD PREFECT 100E

£5000

Restored, much loved, complete and thorough engine rebuild, interior and all mechanicals, drives and very good restored condition.

Thatcham, West Berkshire

+44 7776488295



1984 FORD SIERRA GHIA ESTATE

£2595

MoT 2019, recommissioned 2 years ago after long storage, has some bills, old MoT's, ford dealer book pack. Please call for more details.

Takeley, Essex

+44 7765411817



1967 FORD TRANSIT MK1

£12950

Genuine mileage from new, totally original & unrestored, fantastic condition full history, ex German fire service

New Milton, Hampshire

+44 1425618969



1958 FORD ZODIAC MK II

£15000

2.6 Straight Six, manual with overdrive, original buff logbook, comprehensive history folder, matching numbers, original set of keys

Pevensey, East Sussex

+44 7933345883



1986 HONDA ACCORD

£1200

Rare Japanese classic car, long MoT, drives mint, 2 keys, very smooth and light, needs little body work attention

Birmingham, West Midlands

+44 7440583477



1961 HUMBER HAWK

£2750

4 door saloon, starts and drives, some new panels fitted, requires finishing, new servo fitted, please call for more information.

Pevensey Bay, East Sussex

+44 4.47775E+11



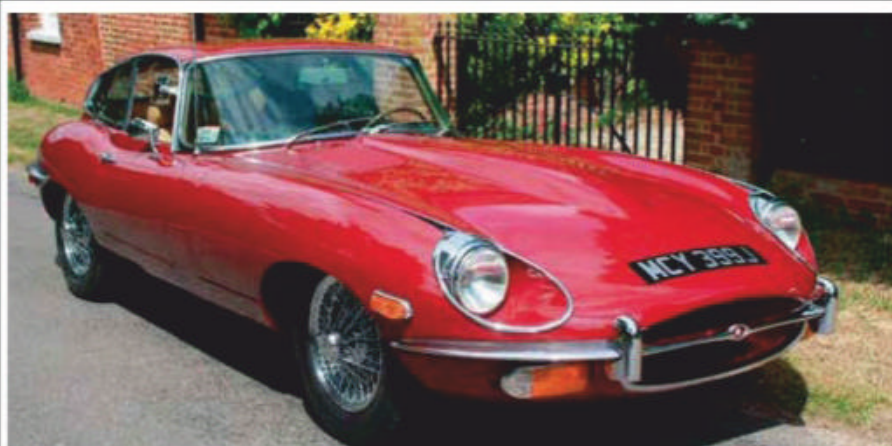
1974 JAGUAR E-TYPE SERIES 3 V12

£120000

Soft black leather, manual, UK spec, RHD, matching numbers with Jaguar Heritage certificate, original unmolested bodywork

Aberdeen, Aberdeenshire

+44 7770588848



1971 JAGUAR E-TYPE COUPE

£59000

Beautiful, LHD, in exceptional condition, previous 1 owner, never been welded, chrome work is in exceptional condition, new MoT prior to sale.

Wickham Bishops, Essex

+44 7860371121



1970 JAGUAR E-TYPE S2 FHC

£79950

Original UK car, matching numbers, restored and rebuilt engine, beautiful condition, full history file back to 1970

Winchfield, Hampshire

+44 7770802744



1960 JAGUAR MARK 2

£28950

OEW bodywork, red interior, matching numbers, new tyres rear shocks & springs, power steering, fantastic car to drive, lots of history.

Hook, Hampshire

+44 07788 170878



1961 JAGUAR MARK 2 £27500
3.4 manual with overdrive, engine reconditioned by VSE, suspension overhauled and power steering, S/S exhaust, MoT records for last 10 years.
., North Lanarkshire **+44 01501 822298**



1976 JAGUAR V12 SPECIAL SERIES II £25000
Original Edinburgh car. Restored about 5 years ago. Beautiful car to drive, not many left and rarely for sale. Attracts attention.
Tranent, East Lothian **+44 7730352916**



1952 JAGUAR XK120 ROADSTER £129950
The body has never been off the chassis, no sign of welding anywhere, smooth and torque, weather gear is all present and correct, very special.
London, Greater London **+44 07979 547085**



1976 LAND ROVER DEFENDER £5250
Limestone over green, 7 seats, rear seats are new, good tyres, new battery, brakes overhauled, new rear cross member dumb irons
Eastergate, West Sussex **+44 01243 543030**



1950 LAND ROVER SERIES I £25000
Restored in 2012/13, dry stored in a dehumidified building during my ownership and used sparingly
Ticknall, Derby **+44 7778315339**



1959 LAND ROVER SERIES II SOFT TOP £6350
1959 Series 2 Land Rover Soft-top petrol 2300 Fairey Overdrive.
CAS211ULEZ tax and MOT Exempt
Caterham, Surrey **+44 07817 417475**



1960 LAND ROVER SERIES IIA £12500
First acquired 16.07.13 since when it has been used regularly off road, maintained throughout to a high level, mechanically very sound
Gosberton, Lincolnshire **+44 1775841959**



1968 LAND ROVER SERIES IIA £5500
Perfect project, chassis is solid with no welding or major corrosion, clutch and fuel tank, cosmetics need work, starts first time.
Cliffe, Medway **+44 7887780088**



1968 LAND ROVER SERIES IIA

£5000

Ideal restoration project, approximately 3-4 months MoT, coiled suspension, any prospective buyer will need to transport it to the UK themselves.

Bushmills, Moyle

+44 07754 852603



1967 LAND ROVER SERIES IIA

£6000

Fairy overdrive, spare parts, in daily use, call for further details.

Penrhiwceiber, Rhondda Cynon Taff

+44 +44 7986 989354



1971 LAND ROVER SERIES III

£11750

Galvanised chassis, new T.D.I engine, new exhaust, radiator, hood, all new tyres. Lovely condition

Walton on the Naze, Essex

+44 1255675947



1970 LEYLAND MINI 850 MK III

£13995

Fully restored, 23 MoT test certificates, restored & re-commissioned in 2016, original British Leyland handbook, stunning, collectable.

Keston, Kent

+44 7768111121



1983 LOTUS EXCEL ECLAT EXCEL

£2000

Acquired 12/03/2008, was in need of some TLC, many repairs and renewals have taken place, bodily the car is sound

Worthing, West Sussex

+44 07881 456820



1964 MERCEDES-BENZ 230 SL PAGODA

£75000

Unmolested, matching numbers, part of a collection, original, could do with trimming but I think it adds to the cars character,

Battlesbridge, Essex

+44 7732069058



1966 MERCEDES-BENZ 230 230 SL

£125000

Fully restored nut and bolt restoration, rare, concours winner at various shows, head turner where ever it goes, meticulously serviced each year.

goldhanger, Essex

+44 1621788349



1971 MERCEDES-BENZ 250 W114

£11800

Large history file, low ownership with power steering & automatic transmission, reliable, comfortable, go anywhere car

London, Greater London

+44 7973600928



1971 MERCEDES-BENZ 250 CE COUPE £6500
Barn find, needs TLC, garaged all its life & is therefore solid underneath & in the boot, black leather interior is like brand new
Newry, Newry and Mourn +44 7798655597



1984 MERCEDES-BENZ 280 E £2995
Complete engine rebuild, owned since 1993, serviced regularly, current MoT, needs some TLC, call for any further questions.
Tankerton, Kent +44 7805175567



1981 MERCEDES-BENZ 380 £16000
Mercedes Benz 380 SL, 1981 model, Automatic, call for full details
Luton, Luton +44 7456730403



1986 MERCEDES-BENZ 560 SEC £9750
Genuine barn find, garaged for approx 8/9 years with previous owner, few scratches/marks, runs and drives fine, benefit from full service.
London, Greater London +44 7734059653



1933 MG J TYPE £27500
Has been in the family since 1993 and dry stored for the past 10 years, starts, drives and stops, will need minor recommission work
Sevenoaks, Kent +44 7956347466



1976 MG MIDGET 1500 £4000
Been converted to chrome bumpers, beautiful example, has been lovingly restored in the 90's, since been looked after
London, Greater London +44 4.47951E+11



1936 MG SA £5900
Restoration project, barn find, SVW parts, it is in 'basket case' state at present, cherished registration number included
Bicton Heath, Shropshire +44 7801652262



1951 MG TD £20000
Excellent, matching numbers, much money spent over the last 5 years, maintained regardless of cost, excellent all round
Evesham, Worcestershire +44 07976 661372



1974 MGB GT

£8200

Beautiful classic, the car is in great condition, it's had a lot of care from us over the last year, extensive paper history, fully restored

London, Greater London

+44 7866632781



1980 MGB GT

£4995

Low mileage, all original, excellent bodywork, no rust, under-sealed, mechanically sound, new MoT, lots of history.

Southampton, Hampshire

+44 7590525995



1977 MGB GT

£1500

Alloys, p/b suspension, 123 ign, o/d, radio, gaz, r/s ABS, drives well, scruffy, medical reason for sale, free tax/MoT, p.ex for MG Z.

Dacre Banks, North Yorkshire

+44 01423 780495



1977 MGB GT

£4200

Overdrive Damask Red, manual, tax and MoT exempt, lots of history, runs and drives well, nice clean bodywork and chrome

Lowdham, Nottinghamshire

+44 7791347010



1980 MGB GT

£5750

MoT 05/19, full length sunroof, refitted interior carpets, magnolia seats, walnut dash, good body and mechanics

Newbury, West Berkshire

+44 7831868932



1976 MGB ROADSTER

£9995

Full car rebuild with photos, only used in dry condition, history file of MoT's and project work, engine in clean condition

Milton Keynes, Buckinghamshire

+44 4.47919E+11



1975 MGB ROADSTER

£5600

Restored some years ago with history file and photos, MoT and tax exempt, nice clean car, runs well without faults, owners manual large file.

Howe Green, Essex

+44 7850781667



1972 MGB ROADSTER

£12500

British racing green, black leather interior, O.D, nut and bolt rebuild in 2000, only 3000 miles since, inc. rebuilt engine.

South Croydon, Greater London

+44 2086573786



1981 MGB ROADSTER £6495
Overdrive, full leather, MoT Oct 19, no advisories, HPI clear, alarm & tracker, new hood, recent tyres, alloy 'Minilight' wheels, beautiful example
Eccles, Greater Manchester +44 1617867972



1974 MGB ROADSTER £14000
Heritage shell, 11k from rebuild, exceptional condition, chrome wires, walnut dash and trim, garaged
Rothwell, West Yorkshire +44 7817451360



1979 MINI 1000 WOOD & PICKETT £3450
Matching numbers car, original, unmodified condition
Harwich, Essex +44 7903416358



1964 MORRIS MINI £3200
Fitted recon 1275cc engine, oil cooler, disc brakes, new exhaust, needs a bit of TLC but fairly solid
Swanage, Dorset +44 7707714690



1967 MORRIS MINI MINOR £11500
Remarkable example, restored with Passion and dedication, nearly concours D Elegance example, all documents present
Prestatyn, Denbighshire +44 7412633148



1967 MORRIS MINOR £5950
Fully restored and in A1 condition throughout, always garaged, starts every time and used for shows only, fine example, near concours
Newton, Cambridgeshire +44 1945738521



1965 MORRIS MINOR 1000 £5450
Starts every time, just had a full service & overhaul to impeccable standards, much work done with lots of new parts.
London, Greater London +44 7557049965



1967 MORRIS MINOR £3750
Blue, manual, MoT Oct 2019 no advisories, new clutch, exhaust, floor, carpets, all welding done, seats
Saint Helens, Merseyside +44 174423200



1958 MORRIS MINOR

£3995

Beautiful, MoT and tax exempt, in full working order, incredibly original, gleaming paintwork, real head turner, drive her regularly

Culcheth, Warrington

+44 7736040638



1964 MORRIS MINOR TRAVELLER

£11500

MoT till July 19 passed with no advisories, full restoration carried out, bodywork in very good condition, woodwork is in mint cond

Polegate, East Sussex

+44 1323325066



1976 NSU R080

£8500

Been in storage since 1988, the car starts instantly every time and pulls very well, exempt from an MoT test, interior is excellent

Tannington, Suffolk

+44 7875556193



1982 OPEL REKORD ESTATE

£3500

In really good condition, drives nicely, interior is in remarkable condition, all good door cards, MoT till July, paintwork is mostly original.

york, East Yorkshire

+44 1430860613



1959 OPEL REKORD OLYMPIA

£25000

Excellent condition throughout, Portugal import purchased myself, original paperwork, bodywork professionally retouched, rust free

Alnwick, Northumberland

+44 7876622999



1985 PEUGEOT 305 DIESEL

£950

New MoT, many small defects but drives perfectly, needs TLC to bring it back to good condition, current owner for 16 years

Guildford, Surrey

+44 1483893330



1983 PORSCHE 944 LUX

£4995

5 speed manual, MoT until 18th May 2019, 18 previous owners, unfortunately no service history available from previous owner,

Cirencester, Gloucestershire

+44 7905846861



1987 PORSCHE 944

£9000

Owned since new, garaged throughout, comprehensive history, interior is immaculate, almost showroom condition

Camberley, Surrey

+44 1276677238



1971 RELIANT SCIMITAR £4000
Red, O/D, lovely black interior, regularly serviced, lovely condition underneath, good body, mechanically sound
Stafford, Staffordshire +44 01785 665696



1975 RENAULT 12 TN £1500
Project car, sound shell but bodywork needs some attention around the rear wheel arches, repair panels come with the car.
Antrim, Antrim +44 7543121777



1985 RENAULT 5 GT TURBO £11000
LHD, phase 1 Copa non sunroof model, fully registered, currently SORN, excellent condition, shell itself is excellent very straight, just been serviced.
Darlington, Darlington +44 7983555530



1937 RILEY FALCON £19950
MoT July 19, professional bare metal respray, new interior, roof lining, seats, cards, carpets, new loom starter, dynamo control box
., Derbyshire +44 01332 864052



1977 ROLLS-ROYCE SILVER SHADOW 2 £20000
Superb condition, just serviced all usual extras all working, a/c, cruise control, automatic, road tax free
Saint Leonards-on-sea, East Sussex +44 7815173801



1923 ROVER 12HP £28995
1923 model registered in February and is in very good condition, it has a side valve four cylinder engine of 2297cc
Bentham, North Yorkshire +44 1524261429



1970 ROVER 3500 £5500
Leather interior, new carpets, well maintained, genuine mileage, first to see will buy.
Barnoldswick, Blackburn with Darwen +44 7835464921



1939 STANDARD FLYING FOURTEEN £2995
Has owned this vehicle for 47 years, 2nd owner, not been on the road since 1966, engine starts and runs, interior is in decent order
Wyke, West Yorkshire +44 7785274126



1965 STEYR PUCH HAFLINGER £11000
643cc, 4 stroke flat twin air cooled engine, 4 speed gear box, front and rear diff locks, 2 -4 wheel drive, very good condition, great fun to drive.
Adstock, Buckinghamshire +44 07857 677212



1986 TOYOTA LAND CRUISER HJ60 £2500
Original dash & seats, working engine, perfect for restoration project, please call for further details.
Petworth, West Sussex +44 7920770564



1984 TRABANT 601 £2000
10 months MoT, lots of spare parts, starts & drives perfect, call for further details.
Sutton-in-Ashfield, Nottinghamshire +44 1623237518



1965 TRIUMPH HERALD 12/50 £3295
12/50 model, exempt from both tax & MoT, has a current MoT that expires in Sept 2019, currently SORN, complete, runs & drives
Ramsgate, Kent +44 7887984086



1947 TRIUMPH ROADSTER 1800 £16000
Fitted TR2 2000 engine and floor change gearbox, re-spray cream, good looking classic in good condition, mileage from new.
Truro, Cornwall +44 01872 272067



1965 TRIUMPH SPITFIRE 4 MARK 2 £14500
Restored to as new condition, immaculate condition must be seen, should be in a museum, please call for further information.
Sunderland, Tyne and Wear +44 7395788620



1966 TRIUMPH TR4A £13500
IRS for restoration, 70% restored, need of paint, completely rust free, does run, registered in the UK, only 1 owner from new, been in dry storage.
Pelsall, West Midlands +44 7875047542



1974 TRIUMPH TR6 £18995
Owned (with a break in middle) for 35 odd years, good solid original car, interior could do with tidying but mechanically and visually good.
sevenoaks, Kent +44 7850210265



1981 TRIUMPH TR7 £3995
Fully restored and in immaculate condition, all new interior, fully reconditioned running gear, call for further details.
Heversham, Cumbria +44 7702675045



1980 TRIUMPH TR7 £1500
Metallic paint, blue mohair hood, dry stored for 8 years but moved regularly, no rot, very original car, on SORN.
Hessle, East Riding of Yorkshire +44 01482 643946



1970 TRIUMPH VITESSE TWO LITRE MK2 £5000
A nice solid enthusiast's car, over the last couple of years we have brought the Vitesse back to life, solid car with new discs, clutch & hood
North Chailey, Lewes, East Sussex +44 1825723978



1935 VAUXHALL 12 HP £6000
Ready for restoration, almost complete, garaged since 1976 except when used as "street furniture" for a film
Alyth, Perth and Kinross +44 7860423830



1983 VAUXHALL ASTRA GTE £15000
Car is always stored away, really well looked after during my ownership, number plate is not included, glass was etched back in the 1980's
Lichfield, Staffordshire +44 7793800469



1970 VAUXHALL CRESTA DELUXE 3.3 £3350
Powerglide gearbox, very good condition, very straight, new brakes and front calipers, new rear shocks, headliner, alternator
Dunstable, Central Bedfordshire +44 7971210706



1973 VOLKSWAGEN BEETLE BATH TUB BEETLE £4800
Bath tub style, no roof and no doors, you have to climb into it, just had new valves and engine tune, new carpet, good condition for year.
Little Paxton, Cambridgeshire +44 7955205989



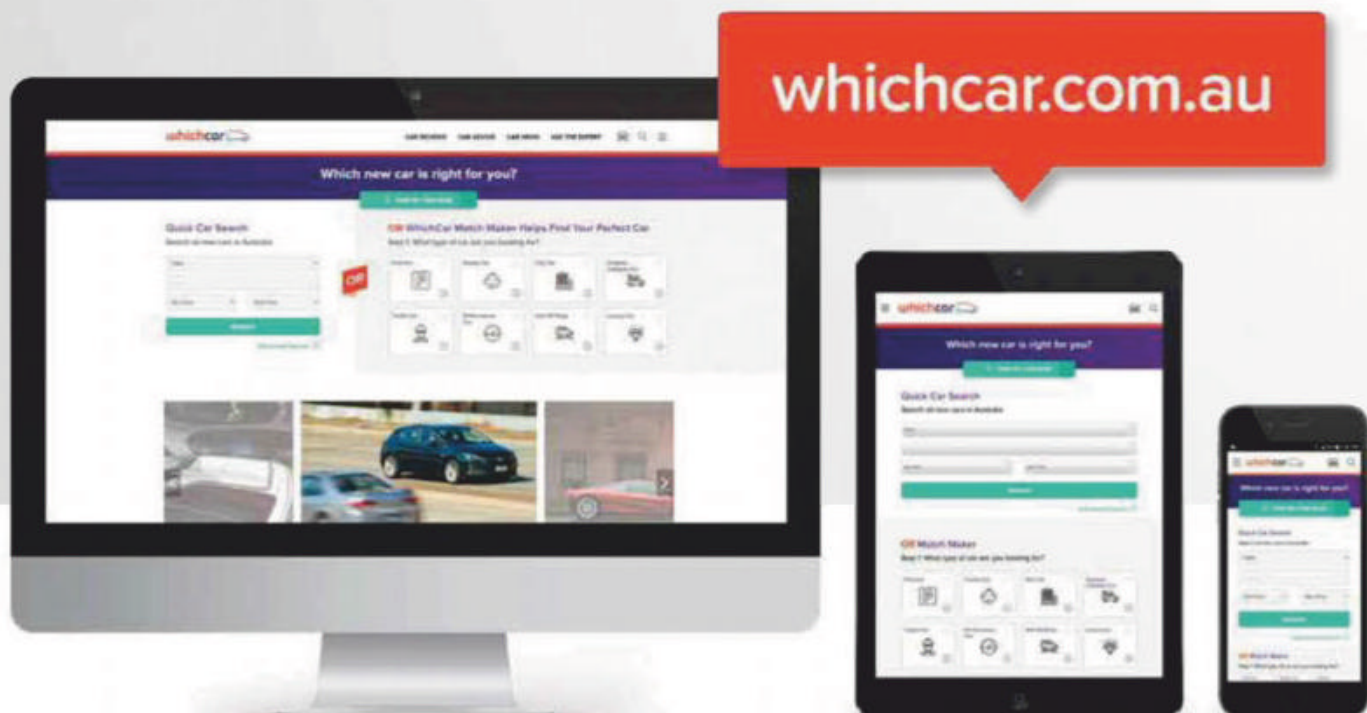
1970 VOLKSWAGEN BEETLE £15500
Fully professionally restored with sun roof, very reliable, kept in garage and only used for car shows or rallies, in excellent condition
Wisbech, Cambridgeshire +44 7769807661

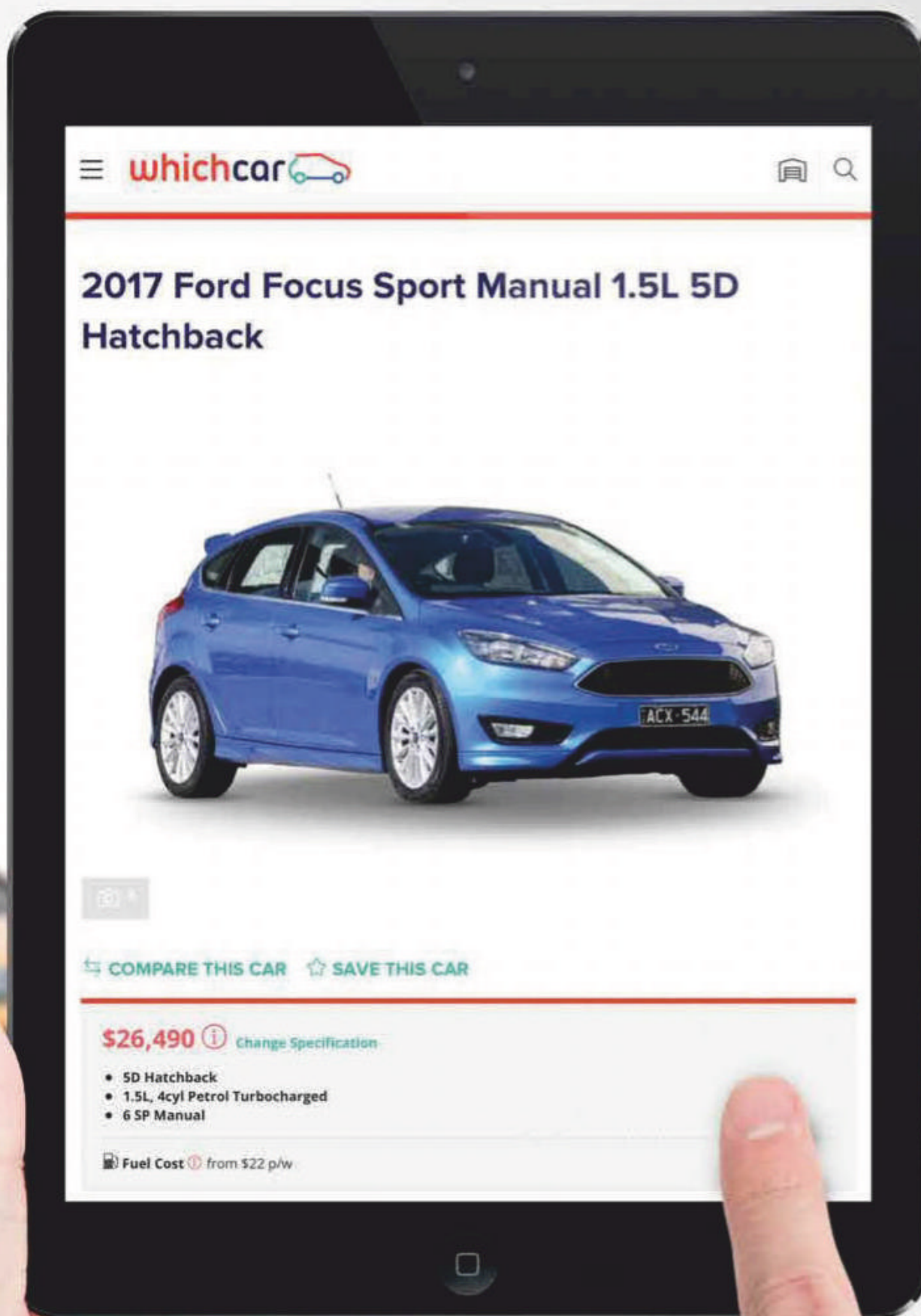
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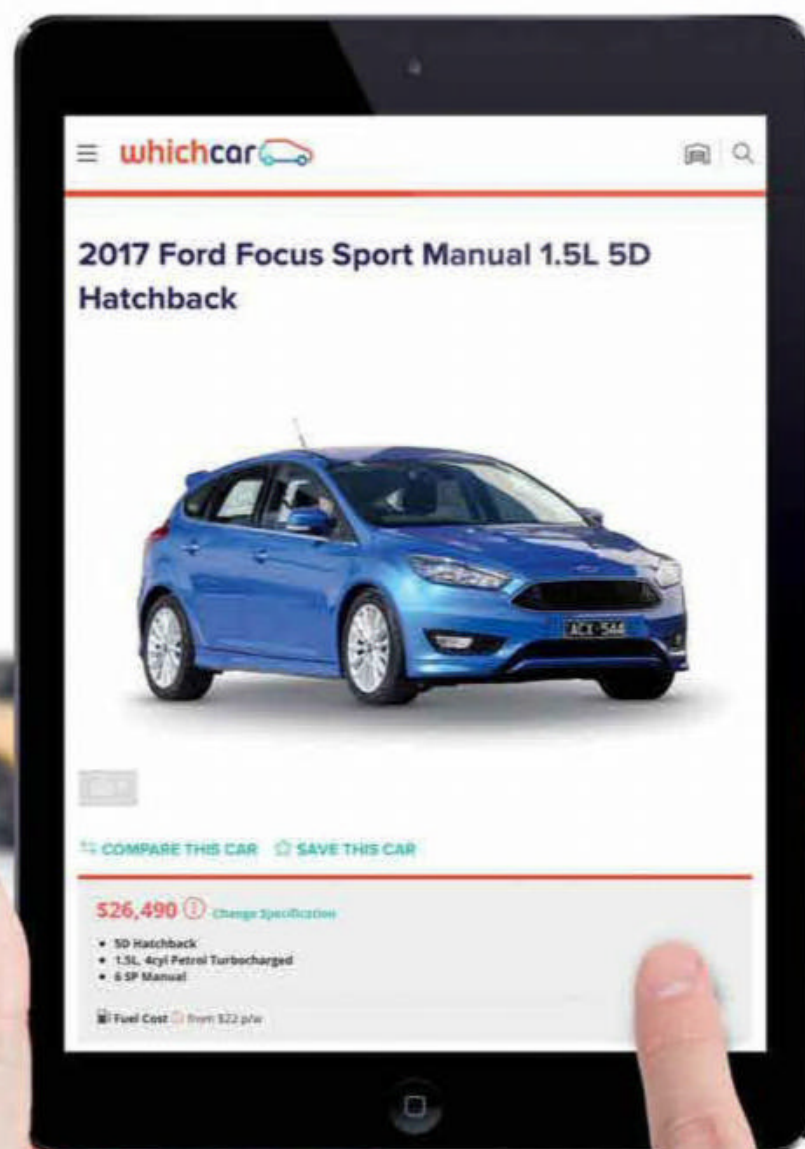
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www.f100club.com.au

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 Cranbourne North, VIC, 3799
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FALCON GT CLUB OF CANBERRA

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FALCON GT CLUB OF GEELONG

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FALCON GT CLUB OF SA

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G

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GIPPSLAND SPORTING & CLASSIC CAR REGISTER

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odherty@tpg.com.au
www.nswclassicroallycarassociation.com.au

NSW COMMODORE OWNERS CLUB

info@nswcommodores.com.au
www.nswcommodores.com.au

NSW CORVETTES UNLIMITED CAR CLUB

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sec@nswcorvettes.com.au
www.nswcorvettes.com.au

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admin@customcarclub.com.au
www.customcarclub.com.au

NSW STREETERS

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nswstreeters@gmail.com

NSW TORANA CLUB

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NSW V8 HOLDEN CLUB

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nswv8holdenclub@y7mail.com
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osjcc@outlook.com.au
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 Stuart Park, NT, 0820
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PORSCHE CLUB OF WA

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qtcc@qtcc.org.au
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www.rovercarclubaust.asn.au

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www.7pistonscarclub.com

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0402 845 925
doug@realres.com.au

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www.singercars.com.au

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singletonstreetmachines@outlook.com

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www.autos.groups.yahoo.com/group/Skoda-Tatra-Register-Australia

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neil@skylinesaustralia.com
www.saunsw.com.au/

SKYLINES AUSTRALIA QLD

127 Manson Road, Hendra, QLD, 4011
cams@sauqld.com
www.skylinesaustralia.com/forums/forum/28-queensland/

SKYLINES AUSTRALIA VIC

PO Box 2334,
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club@sauvic.com.au
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SOUTH COAST HOLDEN OWNERS

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TOYOTA CAR CLUB OF AUSTRALIA - VIC

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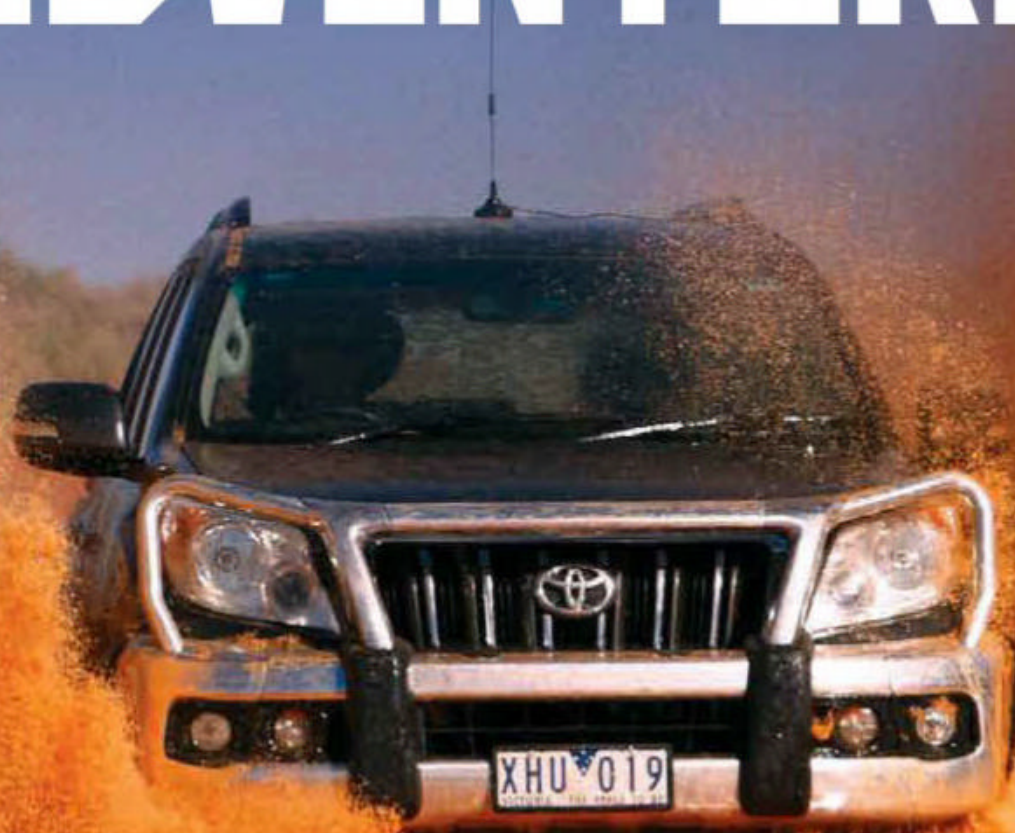
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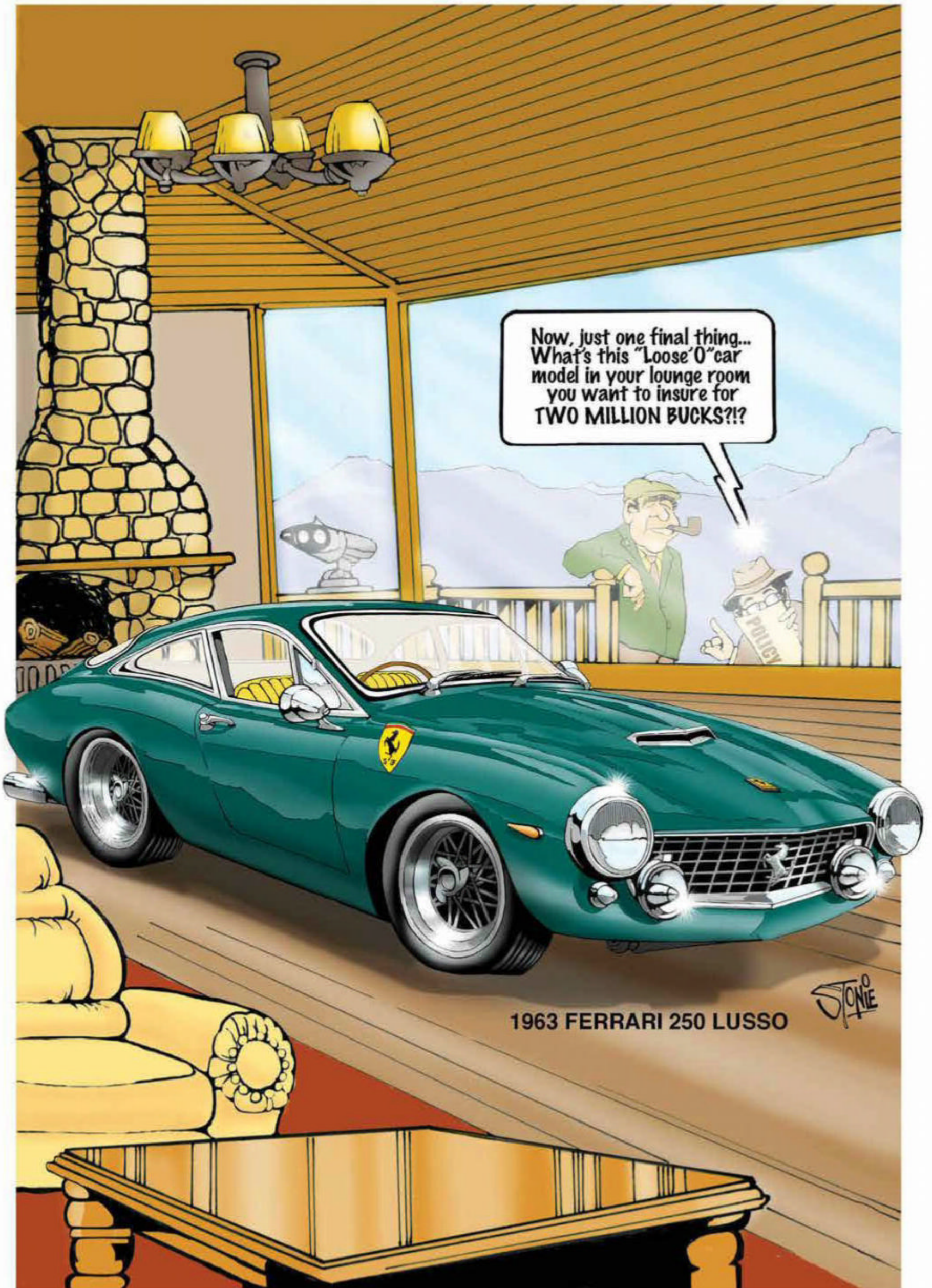
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